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New Cars™

ALL-NEW
2018
VEHICLES

243 MODELS

Reviewed & Rated

**BEST
"GREEN"
CARS**

Toyota, Kia,
Hyundai,
Chevrolet



TOYOTA
CAMRY

**AUTO SHOW
STANDOUTS**

FROM SUBARU, KIA,
BUICK & FORD



TOP TIRES
for SUVs
and Trucks

**SAFEST
CAR SEATS**
for Kids

NOVEMBER 2017 CR.ORG



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The CR Difference

WHETHER TEARING OFF calendar pages or digitally swiping to the next month, the transition from summer to fall brings changes: vacation days become school days; shorts and T-shirts replaced by jeans and sweatshirts; and old car models moved off the sales floor to make room for the new ones.

With the new model year in full swing, buyers have a choice: holding off for a new car down the road versus the immediate gratification of buying a new 2017 or 2018 model today.

To help guide your decision, we take a look at the Buick Enclave, Ford EcoSport, Kia Stinger, Volvo XC90, and other exciting new models available this year, starting on page 3.

If waiting isn't your game, on page 8 we share our insights on five brand-new models available right now: the Audi Q5, Honda Odyssey, Toyota C-HR & Camry, and Volkswagen Atlas.

Or, maybe you're ready to jump into the biggest sales segment: pickup trucks. If so, don't miss our look at the major light-duty trucks

as well as the heavy-duty alternatives, starting on page 14.

If more economical cars are your focus, starting on page 22 we look at four new plug-ins and hybrids.

In addition, we back up all of this expert advice with full ratings on more than 250 vehicles, guiding you to the best in each category and helping you avoid the worst. We also provide reviews on 252 of the major models on sale, as well as reliability data and easy-to-use comparison charts highlighting results from government and insurance-industry crash tests and our own road-test data.

Buying a new car is an exciting event, and we would love to share in that excitement with you. So connect with us on ConsumerReports.org or through Facebook, Twitter, and Instagram, and let us know what vehicle you bought and how your buying experience went!

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Starting Up

What's Coming Soon, Q&A With Our Experts, Vehicles in Testing at the Track

New Models for 2018 & 2019

In the next year, SUVs big and small will make their showroom debuts for the 2018 model year. But fans of the traditional car shouldn't worry: there are plenty of four-doors—including a wagon—ready for buyers.





Volvo
XC60



Hyundai
Kona



DAPPER CROSSOVER

Volvo XC60 Fall 2017

WITH ITS redesigned XC60, Volvo now has a modern, up-to-date offering in the compact luxury SUV category.

Styled like a baby XC90, the new XC60 will offer three engine choices, each mated to an eight-speed automatic and available with all-wheel drive. Preliminary specifications says the base XC60 T5 has a 250-hp, 2.0-liter turbo four-cylinder, while the T6 uses a 316-hp, 2.0-liter turbo and supercharged four-cylinder. In our test of the larger XC90, we got 20 mpg overall with the T6's engine; it should be more frugal in the smaller XC60.

The top engine choice is the T8 plug-in hybrid, which uses the T6's turbocharged, supercharged four-cylinder to drive the front wheels and an electric motor to drive the rear wheels. Total system output is 400 hp. The T8 uses a lithium-ion battery, and Volvo claims a charge time of 2.5 hours on a 240-volt connector. Expect the all-electric range to be 15 mile or so.

The cabin is similar to the XC90's, down to the large touch-screen infotainment system. While we liked the XC90's quiet, plush, and

modern cabin, the infotainment system proved unintuitive and frustrating to use.

The new XC60 is about 2 inches longer overall than the previous one, with a wheelbase that's about 3.5 inches longer. Rear legroom has increased by about 1.5 inches, which addresses the tight rear quarters of the previous XC60. Curiously, cargo length has decreased.

Volvo's City Safety system encompasses both low- and high-speed automatic emergency braking. New safety features include Steer Assist, which works to help the driver avoid obstacles in the road ahead. Volvo's blind-spot warning system will integrate Steer Assist capabilities to lower the chances of having a collision when a driver is changing lanes.

When the XC60 arrives in dealers this fall the T5 will start at \$41,500, the T6 at \$44,900, and the T8 at \$52,900.

CR's TAKE The original XC60 dates back to 2009 so the redesign is overdue. Hopefully, Volvo has improved upon ride comfort, engine noise and controls' ease of use compared to its big brother, the XC90.

PERKY URBANITE

Ford EcoSport Spring 2018

IN EARLY 2018 the EcoSport will join the subcompact crossover market, likely offering nimble handling and plenty of connectivity.

A 1.0-liter turbo three-cylinder and 2.0-liter four-cylinder will be available, each paired with a six-speed automatic. The two liter comes with standard AWD.

Performance figures haven't been released, but the Ford Fiesta 1.0-liter turbo makes 123 hp and returns 35 mpg overall in our tests.

The EcoSport will feature Ford's Sync 3 infotainment system with an eight-inch screen and an assortment of power points and USB ports to charge gadgets. A mobile app lets owners start, lock, and locate the vehicle.

Available creature comforts include automatic climate control, heated seats, and a moonroof.

While blind-spot warning will be available, it is not clear what other safety features would be offered.

CR's TAKE With the Fiesta's handling prowess, the EcoSport might be a fun-to-drive option among subcompact crossovers.

MIGHTY-MITE HAULER

Hyundai Kona Fall 2017

HYUNDAI WAS CAUGHT somewhat flat-footed by the surge in SUVs sales, lacking models in key segments. With the new Kona, Hyundai finally has a subcompact SUV offering.

Hyundai will offer two engines: a 2.0-liter, 149-hp four-cylinder with a six-speed automatic, and a 1.6-liter, 177-hp turbo four-cylinder with a seven-speed dual-clutch automated manual transmission.

Both front- and all-wheel-drive versions will be offered.

Hyundai claims that interior room is generous, and that an optimized layout has reduced the size of the center tunnel, lowering the floor and making cabin access easier for rear passengers.

Advanced safety features such as forward-collision warning, automatic emergency braking, blind-spot warning, and rear cross-traffic warning will be available. But Hyundai has not said which will be standard.

CR's TAKE The Kona will compete with the Mazda CX-3, Honda HR-V and Toyota CH-R. Expect a Kia model to be offered down the road as well.

Lincoln
Navigator



Subaru
Ascent



Kia
Stinger



Ford
EcoSport



CUSTOMER RETAINER

Subaru Ascent Spring 2018

SUBARU FOLLOWED its Viziv 7 SUV Concept with the Ascent, a closer-to-production show vehicle that portends of a midsize, three-row SUV to be offered in 2018.

The Ascent will use a stretched version of the platform found in the new Impreza and redesigned Crosstrek.

Measuring almost 200 inches long, the Ascent is longer than the Honda Pilot and Toyota Highlander, prime targets in the three-row, midsize SUV market. The show vehicle demonstrates seven-passenger seating, with second-row captain's chairs.

The Ascent will be powered by an all-new direct-injection turbo boxer engine, and all-wheel drive will be standard. Other details will be released closer to the on-sale date.

CR's TAKE Over the years, Subaru has perfected the small SUV with the Forester, offering a fuel-efficient, spacious model that stands out in a crowded field. Hopefully the lessons learned there will translate to this larger, more upscale model whose main role may be to keep Subaru families from outgrowing the brand.

FEWER POUNDS, MORE TECH & LUXURY

Ford Expedition/Lincoln Navigator Fall 2017

THE REDESIGNS of the Expedition and Navigator were long overdue. Although the twin-turbo V6 in each truck engine delivered effortless power they were both outclassed by fresher competitors from General Motors like the Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL.

Following the lead of Ford's F-150 pickup, each SUV gets a weight-saving aluminum body. In the case of the Ford, this move trims 300 pounds, while the Navigator has gone on a 200-pound diet.

We were impressed with how easily the previous trucks moved on down the road, but the new ones should do even better because their twin-turbo V6 is estimated to produce 450 hp. A 10-speed automatic and rear-wheel drive are standard, with four-wheel drive optional. Both short- and long-wheelbase versions of the Expedition and Navigator will again be offered.

As befitting its luxury status, the Navigator's cabin is modern, elegant, and expensive looking—a stark contrast to the dated design in

its previous incarnation.

Laminated front and side glass should help cut down on the excessive wind noise that plagued the old trucks.

The modern cabin provides seating for eight, and Ford claims third-row passenger room has improved.

Up front, the driver is greeted with a 12-inch configurable instrument panel. Sync3 is standard, and features Android Auto and Apple CarPlay.

Second-row passengers have their own audio and climate controls. The two 10-inch screens that are part of the available rear-seat entertainment system allow passengers to stream content wirelessly, and each screen will be able to display different content. The third-row seats will have power-recline ability.

Available safety features include automatic emergency braking, and lane-keep assist.

CR's TAKE The outgoing Ford and Lincoln felt like trucks thanks to their low-rent interior and excessive wind noise. Plus, the Ford got 14 mpg in our tests, and the Lincoln 15, trailing the competition.

SPORT APPEAL

Kia Stinger Fall 2017

YES, THE BRAND known for practical transportation and value is boldly stretching into new territory with the coupe-like Stinger hatchback.

Like bona fide sports cars, the Stinger is based on a rear-drive platform, with all-wheel drive available. Driver-adjustable modes alter steering and suspension accordingly.

Two engines will be offered: a standard 255-hp, 2.0-liter turbocharged four-cylinder and a 365-hp, 3.3-liter twin-turbo V6.

Stinger offers a complement of advanced safety systems, including forward-collision warning with automatic emergency braking and blind-spot warning.

Beyond the powertrain, entertainment comes from three audio systems, and audio, phone, navigation, and other vehicle information are shown in a color head-up display.

CR's TAKE Kia is stepping into uncharted territory for the brand. With its hatchback body, sleek styling, and performance promise, the Stinger could be a compelling alternative to established European models.

EIGHT-PASSENGER LUXURY LIMO Buick Enclave Fall 2017

WITH A sleek design that belies its size, the redesigned 2018 Buick Enclave manages to look both evolutionary and contemporary, hinting that its basic formula hasn't changed.

The updated, modern Enclave boasts 10 cubic feet more interior space along with lots of storage solutions, including underfloor compartment that maximizes passenger room. Additionally, the second- and third-row seats fold flat.

When the Enclave goes on sale it will be available in three trim levels: Base, Essence, and Premium. In addition, the Enclave will be the first model to offer Buick's new Avenir prestige trim, similar to the Denali line in GMC products or Lincoln's Black Label trim.

Significant attention has been paid to quieting the cabin, Buick says, including the use of various sound-deadening technologies and active noise canceling. An 8-inch infotainment screen handles entertainment and navigation needs.

Buick continues with a 3.6-liter V6 engine underhood, but power is up slightly, to an estimated 302 hp. To help with

efficiency, the engine is fitted with start/stop technology that turns off the engine automatically during stops. In addition, the standard transmission is a nine-speed automatic. This setup gives the Enclave a towing capacity of up to 5,000 pounds. Front- and all-wheel-drive versions will be available.

Despite its gains in passenger space, Buick claims the new Enclave, with its larger wheelbase, is more maneuverable and has a tighter turning circle to help make parking easier.

Advanced safety features such as forward-collision warning and low-speed automatic emergency braking are available, though not on every trim level. Full-speed AEB is available only on the Avenir. We think FCW and AEB should be standard on all trim levels of every vehicle.

Pricing range from \$39,995 to \$53,415.

CR's TAKE This sister vehicle to the Chevrolet Traverse and is longer than the related GMC Acadia which we appreciated thanks to its quiet cabin and easy to use infotainment system.

AMERICAN BRAND, EURO-CENTRIC APPEAL Buick Regal Sportback/TourX Fall 2017

FOR 2018 Buick has taken its quiet, subtle Regal sports sedan and thrown it out the window, replacing it with a redesigned version that will be available as the coupe-like Sportback and the raised-wagon TourX.

The Regal Sportback will be available in both front- and all-wheel drive, and use a 250-hp, 2.0-liter turbocharged four-cylinder engine. The AWD version will use an eight-speed automatic transmission, while the FWD iteration employs a nine-speed automatic. The Regal TourX uses the same powertrain as the all-wheel-drive Sportback. In addition to its elevated ride height, the TourX sports SUV-like motifs such as fender moldings, and a variable roof rack.

With a wheelbase that is more than 3 inches longer than the outgoing sedan, the Sportback should provide more space for passengers and cargo alike.

One of the biggest selling features of the Sportback is its available cargo space. The five-door layout doubles the amount of usable space over the Regal sedan. To balance

passenger and cargo needs, the standard rear seat folds in a 60/40 split; a 40/20/40 arrangement is available.

A 7-inch infotainment system is standard, with an 8-inch screen an extra-cost item. Built-in navigation is only available with the 8-inch system.

A number of advanced safety features are available, but only as options, including forward-collision warning, automatic emergency braking, and lane-keep assist with lane-departure warning. Consumer Reports believes FCW and AEB should be standard on all vehicles.

While the Sportback will be available in four trim levels (Base, Preferred, Preferred II, and Essence), the TourX will be available in three (TourX, Preferred, and Essence). Both will be available in late 2017, with pricing spanning the mid \$30,000s to the low \$40,000s.

CR's TAKE The new Regal avoids a sedan configuration altogether. The Sportback melds styling and practicality while the TourX emulates a Subaru Outback but with an air of premium.

Buick Enclave



Buick Regal TourX



Buick Regal Sportback



Ask the Experts

The impact tires have on fuel economy, oil change frequency, and clearing up transmission confusion.

Q. Why did our Prius V drop from 41 mpg to 38 after getting new tires?

— Karin R.

New tires have more tread than worn-out tires, and therefore have more rolling resistance. In two examples, we observed an average reduction in rolling resistance of 16% when tires were worn out. This means that worn-out tires roll easier, so the engine doesn't have to work as hard to move the car. The Prius comes standard with low rolling resistance tires as original equipment. If your replacement tires emphasize long tread life over low rolling resistance, one place where you may see an impact is a decrease in fuel economy.

Q. If a car is only driven for 3,000 of 4,000 miles a year, maybe even less, how often should the oil be changed?

— Patrick S.

When it comes to maintaining your vehicle, always consult your owner's manual first. It will have both a mileage interval and a time interval. It's best to change the oil at whichever interval comes first.

Q. I'm confused why the 2016 Mazda3 is on your Used Cars to Avoid list. Last year all I read and heard from CR was how fantastic the Mazda3 is!

— Catherine M.

While the Mazda3 is a fun and frugal car that performed very well in our tests, owners of 2016 models have reported a variety

of in-car electronics and paint/trim problems. This is why it is on our list of used cars to avoid. We predict the 2017 will have better than average reliability, based on the full three years of data we have for the Mazda3.

Q. You say the Prius has a CVT transmission. Doesn't it have a set of fixed planetary gears.

— Steve R.

You're right that the Prius's transmission is not a classic CVT (continuously variable transmission) because it doesn't use belts and pulleys. However, all Toyota hybrids use what's technically known as eCVT (electronic continuously variable transmission). Because it operates and feels much like a CVT, we classify it as such.

Starting Up

At the Track

Five new models that take different approaches to carrying passengers and cargo



Honda Odyssey

Designed for epic road trips

HONDA'S REDESIGNED minivan shows that more (and improved) conveniences and features can make the difference between a neighborhood commuter and a vehicle fit for road trips.

As its evolutionary styling suggests, the core formula remains the same, but it's clear upon first entering the Honda Odyssey that this is a thorough modernization. The dash is dramatically updated, with abundant soft-touch materials in EX and higher trims. The instrument panel on all versions is full color, and Honda's next-generation infotainment system debuts in the Odyssey.

Trims run from the basic LX (\$29,990) all the way to the luxurious, and pricey, Elite (\$46,670). We bought the leather-upholstered EX-L, which features a strong roster of standard equipment. With destination, our van came to \$40,300.

All trims except the base LX are equipped with standard forward-collision warning with automatic emergency braking, lane-keeping assist, blind-spot warning, rear cross-traffic warning, and adaptive cruise control.

Driving Impressions

When it's fully packed with people, drivers will appreciate that the Odyssey's 3.5-liter V6 engine now makes 280 hp, up 32 from last year. Most trims use the standard nine-speed automatic transmission, though the Touring and Elite get a new 10-speed automatic. The nine-speed has smooth shifts, and the 10-speed, which we sampled in a rented Odyssey, is even better. There is abundant low-end power from the V6. Acceleration is swift, and around-town cruising is effortless and well-mannered.

One welcome touch is how smooth the start/stop feature, which shuts the engine off when at a standstill, operates. Drivers can hold the Odyssey at a stoplight with a gentle push of the brake pedal, leaving the engine

running. Press just a bit firmer and the engine shuts off, saving gas. Honda includes clear alerts on the dashboard informing the driver on the system's status.

Unfortunately, Honda's non-conventional push-button transmission controls have migrated to the Odyssey. They require careful attention when making a selection, and prove cumbersome during parking maneuvers.

The minivan's ride is very comfortable and the cabin is impressively quiet, giving the van a premium feel. Most pavement flaws are easily absorbed. Handling is sound and responsive. By contrast, this Odyssey makes the Toyota Sienna seem old, noisy, and outclassed.

The EPA fuel economy rating of 19 mpg city and 28 mpg highway is the same with either transmission; the 2017 Odyssey was EPA-rated at 19 and 27 mpg, respectively.

Inside the Cabin

Center stage is an 8-inch-wide screen showcasing the latest in infotainment and connectivity. (The LX has a less impressive



5-inch screen.) The new system overflows with features, and the good steering-wheel controls and on-screen shortcuts, which can be arranged by frequency of use, come in handy. Major functions are color-coded, making it easy to visually distinguish different features, and response time is quick.

The front seats are wide and mildly bolstered, with long-distance comfort helped by the power-adjustable four-way lumbar support.

Second-row seats can slide side to side, as well as forward and back. This flexibility makes it easier to accommodate long objects, provide convenient third-row seat access, and can

even separate feuding children. Small pockets on the back of the front seats should help young travelers keep tabs on their smartphones and other gadgets.

The third row has decent room for average-sized adults. As before, it can fold flat forward and be tucked into the deep storage well in the back, creating a large, flat load floor. There are plenty of USB ports throughout the cabin to keep all of your family's devices charged and ready to go.

Check back in a future issue of CR Cars, or on CR.org, to see how the redesigned Odyssey matches up against the Chrysler Pacifica, the top-rated minivan based on our tests.



TEST CAR SPECS

Price \$40,300 Engine 280-hp, 3.5-liter V6
Transmission 9-speed automatic Drive wheels Front



Audi Q5

Distinctive beyond its appearance

YOU NEED TO SQUINT pretty hard at the 2018 Audi Q5 to see that it's an entirely new luxury compact SUV. What your eyes can't tell you is that underneath the evolutionary styling is an all-new platform, and with that comes more power, a smoother ride, a quieter cabin, and more rear-seat space.

The Q5 starts at \$42,475 in Premium trim. We opted to buy a Premium Plus to test, which tacked \$4,000 onto the base price. Adding the Navigation package, 19-inch wheels, and a few other items brought the total to \$51,570.

Driving Impressions

The Q5's turbocharged four-cylinder engine has been updated to produce 252 hp—an increase of 32. This engine is also quieter than its coarse-sounding predecessor's. A new seven-speed dual-clutch automatic replaces the old eight-speed automatic transmission. As before, all-wheel drive comes standard.

While there is some initial hesitation leaving stoplights, once underway the turbo-four proves smooth and adequately energetic. Shifts from the new transmission are quick and timely,

with responsive reactions to your right foot's demands.

Fuel economy looks to be considerably improved, with the EPA rating the new Q5 at 25 mpg combined, compared with 22 for the previous model.

Although the ride has been made gentler, that doesn't mean Audi has built a bland cruiser. While the ride is still on the firm side, the suspension is adept at soaking up all types of bumps. Nimble handling makes the Q5 enjoyable to drive. Steering effort is on the lighter side.

If the Q5 isn't snappy enough for you, there's a sportier,

more-powerful SQ5 version (starting at \$55,250) with a new 354-hp, 3.0-liter turbo V6 that's paired with an eight-speed automatic.

Inside the Cabin

The visible changes to the Q5 are more apparent inside, where the reworked interior follows the latest Audi design theme of an uncluttered center stack and lots of quality materials. The MMI infotainment system still requires some practice before you can deftly operate it while driving. With the \$2,600 Navigation package comes Audi's virtual cockpit; this eye-catching feature lets you expand the instrument panel's large gauge cluster into a color

screen that can display trip data, audio, phone, or navigation information.

Most drivers are fond of the firm, well-padded front seats, although the bottom cushion can be a bit short for long-legged occupants. Both front seats have a full array of power adjustments, although only the driver gets four-way lumbar. Drivers may find that their right knee brushes against the center console, the only driving position demerit.

A tall entryway makes it easy to slide into the rear seat. Mimicking the front-seat bases, the bottom cushion could use more of a tilt to improve support for passengers' thighs. There's good headroom, and the seat-back can recline via a handy lever near the lower cushion. The standard power liftgate reveals a nicely finished cargo area and a sturdy cargo cover.

While forward-collision warning and low-speed automatic emergency braking are standard on the Q5, helpful systems such as blind-spot warning and rear cross-traffic warning aren't available at all on the base Premium trim.

We'll begin testing the Q5 once we finish the break-in miles, so check back for results from our road test program.



TEST CAR SPECS

Price \$51,570 **Engine** 252-hp, 2.0-liter turbo four-cylinder
Transmission 7-speed dual-clutch automatic
Drive wheels All

Toyota Camry

Redesigned sedan gets more flavor, inside and out

THE CAMRY HAS long held the distinction as a thoroughly competent family car but a snooze-fest on the road. To be fair, we said the last one was pleasant and capable, with sound handling.

No matter how it's phrased, the Camry's bad rap from some critics as unexciting is not entirely justified. That's particularly true this year: Toyota's eighth-generation Camry has more spirit, in the way it drives and looks.

Driving Impressions

The 2018 Camry is lower and wider than the outgoing model. It also features a more sophisticated rear suspension that, along with tight, well-weighted steering, translates into better handling. The Camry feels light on its feet and takes turns easily, though not at Ford Fusion levels of agility and precision.

A smooth and comfortable ride has always been a Camry strength, and this remains true even with the car's improved agility. The suspension of the LE model we rented from Toyota soaked up bumps easily, even when the going got rough, delivering a smooth and refined ride.

We also sampled the sportier SE model, with bigger wheels, heavier steering, and firmer suspension tuning. While it's still quite livable, you sacrifice a little in ride quality. Road and wind noise are kept to quiet levels inside the cabin, although the SE's bigger tires give off more hum.

Under the hood is a new 2.5-liter four-cylinder. It produces a healthy 203 hp and moves the car pretty well. Perhaps in part because the interior is so quiet, the engine's raspy response when it reaches above 4,000 rpm seems excessive. The new eight-speed automatic exacerbates this, occasionally revving higher than expected before upshifting. The shifts in these pre-production examples could have been a bit smoother, too.



Although it's not a model of serenity, the new engine and transmission combo looks to raise the fuel-economy ante. Toyota estimates that the base four-cylinder Camry L will achieve 34 mpg combined on the EPA cycle; all other trims should get a 32 mpg combined rating.

There's also a reworked 3.5-liter V6 packing an additional 33 hp, now up to 301 hp. The vast majority of Camrys will be bought with four-cylinders. A four-cylinder hybrid is also available.

Inside the Cabin

Slide into the Camry's redesigned cabin and you're greeted with decent visibility, thanks to slim pillars and ample side glass. The driving position is roomy, with good headroom and nicely padded, spacious front seats that deliver sufficient support for long drives.

The new Camry is less upright than the old car, so slipping into the rear seat requires a little more ducking, and headroom is a bit tight for taller folks, especially if the car is fitted with the optional sunroof. Seat comfort back there is fine, though.

The interior has a modern vibe, thanks to the angular center stack layout. All Camrys come with Toyota's Entune 3.0



infotainment system. This latest system taps the users' phone for navigation and other features, via Toyota's app suite. In an unusual move, the system doesn't support Android Auto and Apple CarPlay. Built-in navigation is also available.

A 7-inch touch screen is standard, and an 8-inch version is optional (but isn't available in the base version). Controls are easy to use, and we appreciate the knobs for audio volume and tuning placed on the driver's side. Overall material quality has been upgraded, with more soft-touch surfaces,

although some hard plastic bits remain scattered throughout.

All Camrys come standard with Toyota Safety Sense-P, which includes forward-collision warning and automatic emergency braking—a decision we at CR applaud.

The Camry has long been known for its tremendous reliability and strong resale value, and it's a good bet this new model will uphold that legacy of solidity. In other words, you're getting the same Camry strong points but with a bit more styling flair and driving verve.

VEHICLE SPECS

Price \$23,495–\$34,950 Engine 203-hp, 2.5-liter 4-cyl.; 301-hp, 3.5-liter V6; 208-hp, 2.5-liter 4-cyl. hybrid Transmission 8-spd auto; CVT Drive wheels Front

Toyota C-HR

Edgy styling and a roomy interior highlight this head-turning new model

TOYOTA HAS FINALLY entered the subcompact SUV segment with the new C-HR.

With a 104-inch wheelbase and an overall length of 171 inches, the C-HR is 9 inches shorter and 2 inches narrower than Toyota's RAV4 small SUV. This puts it about the same size as the Honda HR-V, and Mazda CX-3. But unlike those peers, for now the C-HR is—oddly—only available in front-wheel drive. Toyota says AWD may be added down the road.

The C-HR is available in two trim lines: XLE and XLE Premium, priced at \$22,500 and \$24,350, respectively. Both trims come standard with the Toyota Safety Sense P suite of safety gear, which includes forward-collision warning, automatic emergency braking, pedestrian detection, lane-departure warning with lane-keeping assist, and adaptive cruise control.

We bought an XLE for \$23,892, which features standard 18-inch wheels and a rearview camera, along with a few options.

Driving Impressions

As with its diminutive competitors, the C-HR isn't exactly a powerhouse. Its 2.0-liter four-cylinder is rated at 144 hp, and is mated to a continuously variable transmission.

The C-HR is rated at 29 mpg combined on the EPA cycle, which puts it at the higher end for the class. A hybrid version—which is available overseas—may join the line, but that is less likely than the AWD version.

Out on the road, the engine is adequately eager. The transmission is well-tuned for casual driving, but stepping hard on the gas causes the engine to race over 4,000 rpm for brief moments, sounding rather buzzy.

Despite boasts about the C-HR's handling agility, we found it only modestly sporty. The C-HR lacks the sharp steering response of a Mazda CX-3, cornering like the more mundane Honda HR-V.

While many subcompact SUVs feel harsh and jittery when the going gets bumpy, the C-HR delivers a taut yet fairly comfy ride. The cabin is also devoid of excessive wind and tire noise, which is commendable.

Inside the Cabin

The interior is a high point, featuring plenty of soft-touch materials, a leather-wrapped steering wheel, dual-zone climate control, and a 7-inch infotainment display screen. The climate controls are easy to use, and we appreciate the gearshift lever's straightforward layout. An electric parking brake is a nice premium touch.

Instead of using the infotainment screen for the backup camera, there's a tiny display on a small part of the rearview mirror. And though front and side views are fine, the car's chunky rear pillars and droopy roofline create big rear three-quarter blind spots.

It's easy to hop into the firm, comfortable front seats, which have excellent side bolsters to hold you in place. Headroom is plentiful. Rear-seat entry



requires considerably more ducking to avoid the sloping roofline, but once you're in there's ample space for two adults. The rear windows are tiny, creating a dark, cave-like experience.

The high-mounted exterior rear door handles also aren't child-friendly. On the other

hand, the child seat lower LATCH anchors are easy to access. The cargo floor is at a near-perfect loading height, and the 60/40-split rear seats fold flat for maximum cargo space.

Check CR.org to see how the C-HR stacks up in this quickly growing segment.

TEST CAR SPECS

Price \$23,892 Engine 144-hp, 2.0-liter 4-cylinder
Transmission Continuously Variable (CVT)
Drive wheels Front



Volkswagen Atlas

A three-row SUV done the American way

FOR YEARS VOLKSWAGEN chose to build Euro-centric, driver-focused cars at a premium price rather than the larger, more vanilla cars and SUVs that its competitors offered. But to become more than a bit player, VW had to diversify its model line. This was seen initially with the Jetta and Passat sedans, and now with the 2018 Volkswagen Atlas. The result is a born-in-the-USA three-row SUV to compete with the Chevrolet Traverse, Honda Pilot, and Toyota Highlander.

For now, all versions come with a 276-hp, 3.6-liter V6 mated to an eight-speed automatic. Front-wheel drive is standard, with VW's 4Motion all-wheel-drive system optional. A 235-hp, 2.0-liter turbo four-cylinder will be available at a later date, but only with front-wheel drive.

While the "Launch" version starts at \$33,500, our AWD SEL starts at \$42,690. Throw in a few dealer-installed features and the MSRP came to \$44,165 with destination. VW expects most buyers will opt for the SEL 4Motion.

Driving Impressions

Out on the road the Atlas is quite competent. The ride is firm and very comfortable, although on uneven pavement the VW tends to rock a bit. As a result, passengers' heads are bounced around.

Unfortunately, the Atlas lacks any semblance of Volkswagen's traditional, sporty DNA. Handling is rather mundane with overly light steering. Sport mode helps on this front by firming up the steering effort.

On the other hand, the powertrain is a bright spot. The V6 and eight-speed automatic work well together, forming a smooth, punchy combination. The cabin is also impressively quiet.

Forward-collision warning and automatic emergency braking is standard on the SE with the Tech package, as well as the SEL and SEL Premium. But they aren't available on the base S trim.



Inside the Cabin

Up front, the driving position is big and roomy, with abundant knee, foot, and legroom. Visibility is good all around, thanks to the large windows and thin roof pillars.

The driver and passenger are treated to large seats that feature a wide range of adjustments, although power lumbar support is only in/out. So far, we've found the seats comfortable for long-distance trips, but their support isn't quite up to the standard set

by past VW products

Refreshingly, drivers both tall and short found the controls intuitive, close at hand, and easy to access.

The touch-screen infotainment system is straightforward to use, with a clear display and big buttons and fonts, and we appreciate that there are both volume and tuning knobs.

Both the 6.5- and 8-inch screen systems support Android Auto and Apple CarPlay, and pairing a phone is a snap. Shortcuts on the steering wheel make it easy to access the contacts list, and the use of natural voice recognition makes hands-free calling a snap.

The three-person, second-row seat has plenty of toe, leg, and headroom. Cushions in the outboard positions are comfortable.

Pull a lever on either seat-back and it pivots, then slides forward—even with a child seat

installed. The result is a passageway large enough for a six-foot-tall adult to climb through with relative ease, let alone a child.

That third-row fits two adults better than most competitors can. Since the second-row can slide fore/aft, second- and third-row passengers can strike a fair legroom balance.

Folding all of the seats down provides a wide, flat, and gargantuan cargo space. While the VW lacks the deep well that minivan seats tumble into, there is plenty of room behind the raised third-row seat for grocery bags or other merchandise.

While the Atlas ticks all the boxes as a family-friendly SUV, our final judgment is pending completion of our instrumented testing, along with getting owner feedback on the SUV's reliability. Check back at CR.org for full results from our testing.

TEST CAR SPECS

Price \$44,165 Engine 276-hp, 3.6-liter V6
Transmission 8-speed automatic
Drive wheels All

Crossover Kings

Today's pickups aren't the down-and-dirty work trucks of the past. They play a variety of roles, from mulch-carrying, trailer-hauling work vehicles to family vacation road-trip or even night-on-the-town machines. Here, we evaluate the mainstream trucks from each manufacturer, plus look at the heavy-duty versions.



Toyota Tundra



► While all the major players have been redesigned in the past few years, the Tundra is a decade-old design—leading to it being the least refined and most dated in the segment. Yet it has an enviable reliability record that the other pickups can't beat.

Shortcomings abound. While the TRD package makes the Tundra an off-road champ, the on-road ride is stiff and jittery. The newer competitors are quieter, handle more responsively, and easier to drive. Wet and dry braking distances are among the longest.

While various engines are available, the best choice is the 381-hp, 5.7-liter V8. It delivers very strong performance, and is mated with a smooth-shifting six-speed automatic. Our truck averaged 15 mpg overall.

With the standard towing package, including tow/haul transmission modes, a hitch, and trailer wiring, our Tundra pulled a 7,400-pound test trailer to 60 mph in a very quick 16.1 seconds. Maximum towing capacity is a competitive 10,000-10,200 pounds.

Interior finish is par for the course. Dashboard and door plastics are nicely grained.

Most controls are simple, with massive knobs and buttons, but it is an extremely long reach to some of them. Cabin room is decent, but the very wide center console and squishy, deeply-contoured



cloth seats make it feel tight up front. Our Double Cab comfortably fit three adults in the rear seat. The CrewMax version is even roomier, but makes the Tundra a very long truck. Interior storage is generous, including covered storage under the rear-seats.

Wide roof pillars and huge rear head restraints obstruct the view to the rear and sides. While a rear camera is standard, the only way to get blind-spot warning and rear cross-traffic warning on the SR5 is to buy a pricey TRD off-road package.

VITAL STATS

67

OVERALL SCORE

63

ROAD-TEST SCORE

Price as tested

\$38,715

Trim line SR5 Crew Cab

Drivetrain

381-hp, 5.7-liter V8.; 6-speed automatic; 4WD

Overall fuel

economy 15 mpg

Why Buy One

- Excellent 5.7-liter powertrain
- High tow ratings
- Most reliable full-size truck

Why Not Buy One

- Limited array of build configurations
- Feels bulky to drive, even for a pickup truck
- Long braking distances
- Oldest truck in the segment, and it feels every bit of it

BEST VERSION TO GET

Go for the Limited with the Limited Premium Package, which gives you the 5.7-liter V8 and blind-spot and rear cross-traffic warnings without forcing you into a TRD off-road suspension package. It costs more than a similarly-equipped SR5, but the ride quality is worth it.

Ford F-150



► **Ford broke all of** the pickup truck rules with the current F-150. From its aluminum construction—shaving about 700 pounds—to small turbo V6 engines, Ford has shaken things up in a category not known for innovation.

The weight-loss program and high-tech wizardry pay off with an impressive 17 mpg overall fuel economy from the 2.7-liter turbo V6, while the beefier 3.5-liter turbo V6 gets 16 mpg. Both engines provide plenty of punch, with quick acceleration and effortless towing ability. You can get a 385-hp, 5.0-liter V8, but the turbo V6 engines have more torque. The 3.5 turbo is actually the best choice for towing, with a max rating of 11,500 pounds.

On the road, however, the driving experience falls flat for a pickup. The steering was vague and slow to respond, and the ride was fidgety and unsettled on all surfaces. Keeping within your lane on narrow roads requires close attention. And the wide turning circle doesn't help with parking. Typical for the class, stopping distances were long.

Inside, our tested crew-cab models had cavernous room front and rear, and both were almost tomb-silent. The driving position is comfy and roomy. A standard tilt-and-telescoping steering wheel and optional power-adjustable pedals can accommodate drivers of all shapes and sizes. Large windows and relatively



VITAL STATS

65/64

OVERALL
SCORE

80/78

ROAD-TEST
SCORE

Price as tested

\$46,755/\$45,750

Trim line XLT

Drivetrain 375-hp, 3.5-liter V6 turbo; 6-spd. auto; 4WD/325-hp, 2.7-liter V6 turbo; 6-spd. auto; 4WD

Overall fuel

economy 16/17 mpg

Why Buy One

- Effortless power from turbo engines, even when towing
- Crew cab's rear seat room
- Sync 3 infotainment system is easy to use
- Crash-test results
- Optional features like tailgate ladder & surround-view camera

Why Not Buy One

- So-so front seat comfort
- Aluminum body requires repairs by qualified body shop
- Choosing those unique, handy features quickly raises price

narrow pillars provide good visibility. But a rear camera—a necessity with a truck—costs extra.

A wide range of trim levels and option packages are available. Our tested XLT 3.5 trim was as plush as a mid-grade family sedan. There are lots of clever features, including a tailgate ladder and side mirror spotlights. Ford's Sync 3 infotainment system is among the best available.

Forward-collision warning, blind-spot warning, and lane-departure warning and prevention are all optional.

BEST VERSION TO GET

We'd get an XLT or higher trim to get desirable features. The 2.7-liter V6 is the wise choice. Unless you are towing a huge trailer, resist the temptation to buy more engine than you need. We'd also get the optional rear camera, blind-spot warning, and surround-view systems.

Chevrolet Silverado



► **In the battle of** pickup trucks, three years is an eternity. Consider the Silverado, and its twin the GMC Sierra. With the 2014 redesign, GM improved handling to a point that the big 1500s have a near-carlike agility. Their cabins are as quiet as a luxury car's. And the 5.3-liter V8 in our tested four-wheel-drive crew cab got a good 16 mpg overall, although throttle response is lethargic.

In addition, a relatively low ride height eases access without giving up ground clearance for off-roading, the dashboard controls are simple to use, and V8 versions have impressive towing and payload capacities.

You can choose from three engines, each mated to a six-speed automatic. We opted for the popular 355-hp, 5.3-liter V8. While the 4.3-liter V6 gets the job done, its towing and payload capacities are lower. If you want more oomph, go for the 6.2-liter V8 with a hearty 420 hp. An eight-speed automatic is optional with the V8s. And the Silverado's 26-gallon fuel tank gives it a range of over 400 miles.

But in the three years since introduction, things have changed significantly in the segment. The Ford F-150 is equally quiet. While the 5.3-liter V8 delivers ample power, it lacks the thrust of the bigger 5.7-liter V8s in the Titan and Tundra, and the Ford turbo V6s deliver more



effortless power, and are similarly economical.

The Chevy's transmission is reluctant to downshift, making the truck feel underpowered. Ride comfort is on the stiff side. We also suggest looking for a Silverado with leather seats, because the cloth ones lack support. A final reservation is wet-braking performance, where stopping distances are longer than they should be.

Overall, while the GM trucks are quiet and offer modern features, the so-so ride comfort and lackluster 5.3-liter V8 are detractors.

VITAL STATS

65

OVERALL SCORE

80

ROAD-TEST SCORE

Price as tested

\$42,070

Trim line LT

Drivetrain 355-hp, 5.3-liter V8; 6-speed automatic; 4WD

Overall fuel

economy 16 mpg

Why Buy One

- Quiet cabin and responsive handling
- Relatively low step-in height makes access easy
- MyLink infotainment system is easy to use
- Good fuel economy

Why Not Buy One

- Long stopping distances
- Cloth seats lack support
- 5.3-liter V8 lacks brawn of the Toyota and Ram 5.7-liter V8s
- Stiff ride

BEST VERSION TO GET

It's wise to spend the extra \$3,000 over the LT to get a 4WD LTZ Z71. It has better seats, and a telescoping steering column. Plus, you have to get the LTZ in order to get forward-collision warning. The 5.3-liter V8 is fine for most towing chores, but make sure you get the Trailering Package.

Nissan Titan



► **Nissan's gas-powered** Titan is a much nicer truck than its brawnier sibling, the XD. This milder Titan competes well with other light-duty 1500 trucks thanks to its energetic V8, acceptable ride and handling, low-effort tailgate, and respectable fuel economy.

Power comes from one of the punchiest V8s in the segment, which easily sends the Titan from rest to 60 mph in 6.7 seconds. The exhaust note is a pleasing rumble, though some may find it over the top. The seven-speed automatic shifts promptly and decisively. Overall fuel economy is 16 mpg, which is excellent for a pickup truck with such power.

The Titan is well-equipped for towing, with an integrated trailer brake controller, trailer sway control, and a trailer-light check system that makes it easier for the driver to hook-up a trailer without a spotter. Maximum towing capacity is 9,390 pounds, with max payload capacity at 1,610 pounds.

The ride is fairly comfortable and handling is secure and not overly clumsy, making the Titan a good road-trip companion.

Inside, the roomy crew cab has luxury features such as dual-zone automatic climate control, and heated and cooled front seats are available, along with a choice of fabric or leather seating surfaces. You can even get heated rear seats.



VITAL STATS

63

OVERALL
SCORE

79

ROAD-TEST
SCORE

Price as tested

\$44,370

Trim line SV

Drivetrain

390-hp, 5.6-liter V8;
7-speed automatic;
4WD

Overall fuel

economy 16 mpg

Why Buy One

- Smooth and powerful engine
- Light effort tailgate
- Roomy cabin

Why Not Buy One

- Spotty reliability record
- Traditionally, steeper depreciation than competitors

Overall, the controls are intuitive. Both 5- and 7-inch infotainment screens are offered. And like most competitors, you can get a navigation system, blind-spot warning, rear cross-traffic warning, and a rearview camera. The PRO-4X adds aggressive (and noisier) all-terrain tires, a stiffer suspension, and skid plates.

The crew cab's standard 5.5-foot-long bed offers a flexible rail system to secure cargo. Other features include a damped tailgate, spray-on bedliner, and an in-bed 120-volt power outlet.

BEST VERSION TO GET

The four-wheel drive crew cab SV is the sweet spot for balancing amenities and price. We'd add the Comfort and Convenience package, which includes automatic on/off headlights, running boards, and heated front seats, bringing the price to the mid \$40,000s.

Ram 1500



► **Surprisingly luxurious** and refined, the Ram is fully capable of doing dirty work when duty calls, but it also produces among the most comfortable rides in the class. Thanks to a unique coil-spring rear suspension, the Ram doesn't beat you up like most trucks. And interior and powertrain improvements have made it a well-rounded choice.

All Rams come with an efficient, slick-shifting eight-speed automatic. Most have the 5.7-liter Hemi V8 that delivers seamless power and 15 mpg overall. A 3.6-liter V6 is standard, aiding fuel economy and a significant savings over the Hemi. It does an admirable job motivating this big truck, as long as your towing needs are modest.

Most recently, Ram was on the cutting edge in offering a turbodiesel engine for a half-ton truck. While the available 3.0-liter diesel V6 gives up some payload and acceleration compared to the V8, it dishes up tons of welcome torque for merging, passing, or towing. We measured 20 mpg overall—the best fuel economy of any full-sized pickup.

The available UConnect 8.4 system is one of the clearest and most intuitive of its type. Competitive interior fit and finish and all the storage of a Container Store make the cabin a nice workspace. The roomy Crew Cab has a huge backseat, which we found



handy to keep cargo out of the elements. Tow ratings are competitive with competing pickups but payload numbers are a bit light. While the rotary transmission shifter is easy enough to use, it lacks some safeguards to prevent the truck from rolling away if the driver doesn't select Park when needed.

Our complaints are few: It's a really steep climb up to the cabin; running boards are a must. So is a rear camera to help backing up. And the tailgate isn't damped or sprung, so it's heavy to raise.

VITAL STATS

54

OVERALL SCORE

82/81

ROAD-TEST SCORE

Price as tested

\$49,155/\$42,810

Trim line

Big Horn

Drivetrain 240-hp,

3.0-liter six-cylinder,

turbodiesel; 8-spd.

auto; 4WD/395-hp,

5.7-liter V8; 8-spd.

auto; 4WD

Overall fuel economy

20/15

Why Buy One

- Impressively refined yet can still handle truck chores
- Excellent powertrains, with slick eight-speed transmission
- Diesel's 20 mpg overall leads class
- Coil-spring rear suspension makes ride comfortable
- Super-roomy & quiet crew cab
- Uconnect 8.4

Why Not Buy One

- It's a huge climb into the cabin
- Lacks assist to lift heavy tailgate & steps for climbing into the bed
- Awkward to park in tight spaces
- V8 fuel economy is thirsty
- Diesel engine is expensive option
- Well-below-average reliability

BEST VERSION TO GET

Note that different axle ratios can change the tow rating by thousands of pounds. The 5.7-liter V8 has the highest tow ratings and fastest acceleration. The diesel's fuel economy costs \$4,000 more. Get the backup camera, power driver's seat, and Uconnect 8.4 system.

The Heavy Alternative

If a light-duty truck is good, the heavy-duty version has to be better, right? We put four diesel HD trucks through our tests to see what you get ...and what you give up.

WHILE HALF-TON, LIGHT-DUTY trucks dominate sales numbers year after year, contractors and serious trailer-towers often rely on heavier-duty three-quarter- or one-ton rigs, which refers to their payload capacity.

The domestic manufacturers—Chevrolet, Ford, and Ram—are the only players in this segment. Nissan has tried to bridge the gap between the light- and heavy-duty trucks with its new Titan XD (eXtra Duty), though with mixed success. CR has tested the XD along with the three-quarter-ton domestics—the Ford F-250, RAM 2500, and Chevrolet Silverado 2500HD—equipped with four-door crew-cab bodies, turbodiesel engines, and four-wheel drive. Like their light-duty sibling, each has their strengths and weakness.

Overall, these rough-and-tumble trucks aren't designed for everyday driving. While a light-duty truck presents its own challenges, using these beasts for simple transportation is overkill.

Pulling Their Weight

All of these trucks are immensely capable at performing heavy-duty work. They bring much higher towing capacities—some up to 18,000 pounds when properly equipped—as well as heftier payload limits. Versions of each domestic truck can be equipped from the factory with a gooseneck hitch for fifth-wheel towing (hooking up a heavy trailer directly to the frame through the bed). This is standard on the Titan XD.

Of the trucks we tested, the F-250 tows the most, with a max capacity of 17,600 pounds, thanks to the massive torque from its 6.7-liter V8 diesel.

Nissan's Titan XD is kinder and gentler to drive, but concedes ground when it comes to hauling. While its 12,300-pound max towing capacity is about 2,000 pounds more than most half-ton trucks, it trails the HDs by about 2,000 pounds for a conventional trailer and about 6,000 pounds for a fifth wheel.

That ability to carry three-quarters of a ton—or more—of payload necessitates a very stiff suspension setup and very high tire pressures. This

results in a ride that is uncomfortably harsh when they are unladen, but it is far better when there is some weight in the bed. Still, be careful when you shop, since the optional off-road suspensions—such as the Chevrolet Silverado's Z71—can be even more jarring. GM fans should consider the Z85 suspension in the GMC Sierra, which doesn't beat you up as much. Overall the F-250 delivered the best ride.

A challenge with all of these trucks is how they handle on a day-to-day basis. There's no getting around that they feel reluctant and clumsy in corners. While navigating parking lots and squeezed-in parking spaces is tough in a quarter-ton truck, it's even more challenging in the HDs, due to their increased height and length.

Finally, a big deficiency of all HD trucks is long stopping distances. The worst performer in our 60-0 mph test was the Silverado 2500, which took 157 feet to stop on dry pavement. The best was the smaller, lighter Titan XD, which came to a halt in 147 feet. In comparison, the light-duty trucks needed between 135 and 141 feet.

Ford F-250





Dodge
RAM 2500

Full Speed Ahead

All can be equipped with either gas or diesel power. The Cummins turbodiesel engine from the Ram 2500 is a standout. Its seemingly endless supply of torque makes towing a nearly effortless event. We also enjoyed the smooth, responsive six-speed Allison transmission in the GM trucks.

But none are speed demons. The quickest acceleration from our tested models was the F-250, which went from 0-60 mph in 8.1 seconds. The slowest was the Titan XD, which took 10.6 seconds.

Manufacturers don't have to report fuel economy for these big trucks, but we put each one through our full battery of tests. Both the F-250 and Titan XD returned

15 mpg overall, while the Silverado 2500 and Ram 2500 got 14 mpg.

In comparison, our tested half-tons returned between 15 and 17 mpg overall, with the diesel Ram 1500 getting an impressive 20 mpg overall.

With all trucks, noise levels from diesel engine clatter and turbo whistle add to some racket in the cabin. You'll also hear a fair amount of wind rush bustling by the large side mirrors, and a substantial roar from the big tires.

On the safety front, some models offer forward-collision warning, blind-spot warning with rear cross-traffic warning, and adaptive cruise control. Considering how unwieldy the HDs are, we would buy as much safety as you can afford.

Finally, these HD trucks don't come cheap. Even though base models start in the low \$30,000-range, opting for one of the higher trim lines with the diesel engine can set you back some serious cash. Adding in work features—such as a snow plow prep package and a gooseneck hitch—or comfort-focused ones like heated seats, power-adjustable pedals, and a navigation system, can easily raise the cost to over \$65,000.

Clearly, for most people who don't regularly tow a large, heavy trailer or aren't tradesmen or contractors, these trucks are too heavy-handed. But for the tasks that they are designed for, these big work trucks are unbeatable.

Giant Steps

For starters, HD trucks usually have lofty ground clearances—great if you're driving off-road on a regular basis but taxing to simply get in and out. We highly recommend getting the running boards with any of them, particularly with the F-250 and its FX4 suspension, which give it a ridiculously-high cabin and overall height.

Once you ascend into the cabin, you might find that, despite the large windows, it's not easy to see out. You peer over a very



High Rise
Running
boards ease
cabin access

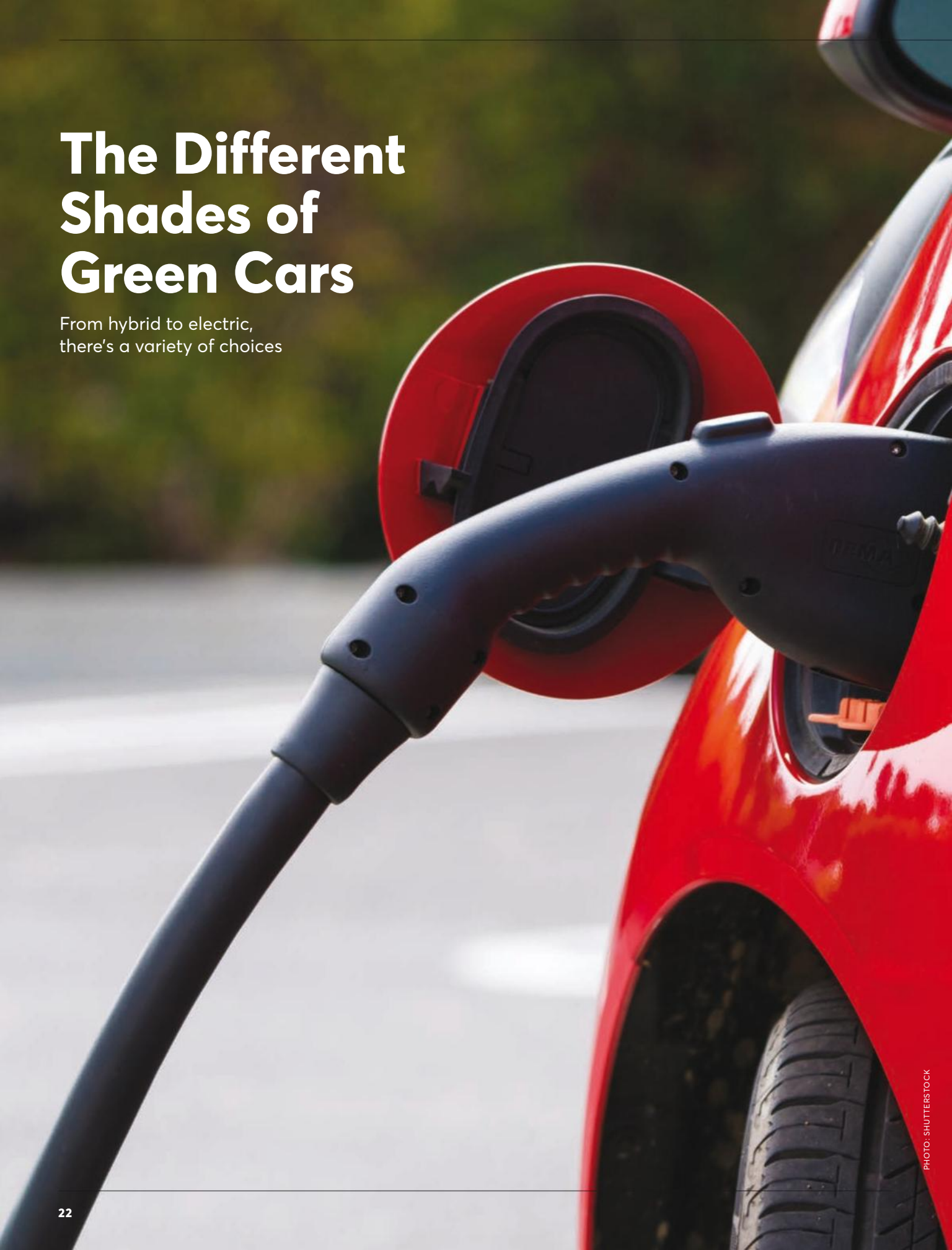
high dashboard and long hood, making it difficult to determine where the front of the truck ends—and it's a particular challenge to see things like a child or pets immediately in front of the truck. Likewise, the high pickup bed sides and tailgate create blind zones around and behind the truck.

With that in mind, we consider a rearview camera a must-have feature; those with a 360-degree bird's-eye view are a definite plus. Some camera systems are mounted near the top of the cab, giving a view of what is in the cargo box and helping the driver line up the truck when connecting to a trailer.



The Different Shades of Green Cars

From hybrid to electric,
there's a variety of choices





THE FUEL-EFFICIENT CARS on sale today are nothing like the models on showroom floors just two or three years ago. The evolution in electric range and efficiency, not to mention comfort and usability, is moving in leaps, not increments. For example, the new Hyundai Ioniq and similar Kia Niro both blend mainstream virtues, such as conventional controls and generous cargo room, with excellent fuel economy. The Toyota Prius Prime takes plug-in hybrids to the next level, delivering commute-worthy electric range along with short charging time and plenty of in-cabin high-tech gadgetry. Significantly, the new Chevrolet Bolt throws down the gauntlet among all-electric cars, with its excellent range and versatile interior, while being priced like an average new car.

Toyota Prius Prime



► **Toyota's Prius Prime** is the ultimate Prius for green-minded drivers who want a fully electric vehicle, but aren't willing to put up with range anxiety or a long charging time.

The Prime's real trick is the ability to go 22.5 miles on electric power when fully charged. Your gas consumption will depend on how often you charge it. For longer trips, the Prime transitions to its normal hybrid operation, tapping the 1.8-liter four-cylinder hybrid. This enables an impressive 590 miles of total range. In hybrid mode the Prime gets 50 mpg overall, just 2 mpg fewer than the regular Prius.

The battery recharges in five hours on standard 120-volt power, eliminating the need for a garage wall charger costing hundreds or more to buy and install.

When running on electric power, the Prime is nearly silent and provides a quick initial takeoff; It will fire up the engine when circumstances demand. Like the Prius, the Prime serves up a comfortable, steady ride, and its handling is responsive.

The sci-fi-looking cabin is a mix of hard plastic and soft surfaces. On top trims, a large tablet-like touch screen hosts the controls for the audio system, trip information, phone, and navigation. That screen looks stunning in the showroom, but it is infuriating to use: Common tasks such as



changing radio stations are hidden, though navigation and phone controls are easy to see. The seat heater controls seem like they were added as an afterthought, located low and far away on the dash, practically by your ankles.

The front seats are supportive, but the rear seats are designed for only two riders, because the big battery takes the space for a middle seat.

Key safety systems, such as forward-collision warning and automatic emergency braking, are standard.

VITAL STATS

73

OVERALL
SCORE

74

ROAD-TEST
SCORE

Price as tested
\$29,889

Trim line Premium
Drivetrain 121-hp,
1.8-liter 4-cyl.
hybrid; CVT; FWD

**Overall fuel
economy** 133 MPGe
(miles-per-gallon
equivalent)/50 mpg
on gas

Why Buy One

- Fuel economy
- No range anxiety
- Ride quality
- Standard advanced safety gear
- Charges in 5 hours on 120V
- Eligible for tax incentives

Why Not Buy One

- Complex infotainment system
- Only seats four
- No rear wiper
- Less luggage/cargo space than regular Prius

BEST VERSION TO GET

Choosing the Premium trim keeps the Prius Prime's price point down while providing the almost-essential power lumbar support adjustment. However, if you want blind-spot monitoring, you need to move up to the top-trim Advanced.

Chevrolet Bolt



► **It used to be** that electric car fans who wanted a 200-mile range had to get a Tesla, spending from \$70,000 to well over \$100,000. The new Chevrolet Bolt changes that.

At the Bolt's heart is a large, 60-kWh battery pack sitting under the floor, helping the car achieve a 250-mile cruising range in our tests. That means the Bolt demands far less travel planning—while minimizing range anxiety.

But that big battery requires long charging times: It took us 10 hours on a 240-volt connector to charge from empty. But with pricing starting around \$37,000 (before federal and local incentives), the Bolt costs far less than any Tesla you can drive home in today.

Step on the throttle and you immediately feel the Bolt's electric torque. With 200-electrified horses on tap, this small hatchback accelerates with gusto, running from 0 to 60 mph in a scant 6.8 seconds.

In spite of its tall stance, the Bolt feels engaging and eager to attack corners, a claim most EVs can't make. The ride skews firm, however, and it gets choppy over rough roads.

An elevated driving position, plus an expansive windshield and tall front side windows make the Bolt feel open and airy. There is good room up front, but we didn't like the narrow, thinly padded seats—their support is similar to a vinyl lawn chair's—and even



the top Premier trim lacks adjustable lumbar support. The rear seat has good space, helped by a completely flat floor. Unlike some other EVs, the Bolt has good cargo room.

A 10.2-inch screen in the center stack includes comprehensive energy consumption data, and audio and phone functions can be performed via steering wheel controls. Unfortunately, finding Reverse with GM's electronic gear selector is tricky.

Safety gear such as forward-collision warning and automatic emergency braking are only available on the Premier.

VITAL STATS

70

OVERALL SCORE

76

ROAD-TEST SCORE

Price as tested
\$43,155

Trim line Premier
Drivetrain 200-hp Electric; 1-speed direct drive; FWD

Range 250 miles; 10 hours to charge on 240v, 32 Amp connector

Why Buy One

- Long range for an EV
- Quick acceleration
- Quiet cabin
- Elevated driving position
- Agile handling
- Eligible for tax incentives

Why Not Buy One

- Slow charging times
- Spongy brake pedal
- Choppy ride
- Uncomfortable driver's seat
- Cheap interior quality
- Gear selector makes engaging Reverse tricky

BEST VERSION TO GET

The Premier trim gives you blind-spot warning and leather seats. Adding the Driver Confidence Package II brings forward-collision warning, automatic braking, and automatic high beams. The \$750 DC fast-charging capability gives you up to 90 miles of range in a 30-minute charge.

Hyundai Ioniq



► **Hyundai's new Ioniq** is the first real rival for the Toyota Prius. It matches the Prius' 52 mpg overall, and it is slightly quicker and just as practical.

While the Ioniq is offered as a hybrid, plug-in hybrid, and full electric, most buyers will opt for the hybrid, which uses a 1.6-liter four-cylinder engine combined with an electric motor.

Hyundai fitted a dual-clutch automatic, as opposed to the continuously variable transmissions (CVT) found in most hybrids. This avoids the droning associated with CVTs. But the Ioniq is a bit timid off the line and shifts could be smoother.

Handling borders on clumsy, requiring more steering input than its peers when making turns, with noticeable body lean and limited grip from its low-rolling-resistance tires. Ride quality isn't particularly good, either. Very long braking distances hurt the Ioniq's road-test score considerably. We'd feel better if the car came standard with automatic emergency braking, but that key safety feature is available only on the top two trims.

The conventional interior has user-friendly knobs and buttons, plus some hybrid-specific displays. The Ioniq offers a few upscale features the Prius lacks, such as the availability of real leather seats and memory for the power driver's seat adjustments. Although the interior looks nice enough,



VITAL STATS

66

OVERALL
SCORE

67

ROAD-TEST
SCORE

Price as tested
\$25,035

Trim line SEL
Drivetrain 139-hp, 1.6-liter 4-cyl. hybrid; 6-speed dual-clutch automatic; FWD
Overall fuel economy 52 mpg

Why Buy One

- Superb fuel economy
- Hatchback versatility
- Easy-to-use controls

Why Not Buy One

- Long stopping distances
- Hesitation taking off from a stop
- Somewhat clumsy handling

there are lots of hard plastic bits.

The front seats are firm, offering moderate comfort levels, and we appreciate the SEL's power driver's seat, including two-way lumbar. The rear seat provides reasonable support and enough space for three adults, though it's tight on headroom.

Like the Prius, the Ioniq is decidedly practical, with plenty of cargo room under the hatchback. Rear visibility is hampered by chunky roof pillars and an annoying two-piece rear window.

BEST VERSION TO GET

The SEL includes blind-spot warning, heated front seats, and a power driver's seat. You'll likely have to order an Ioniq to get one with the Technology package, which includes forward-collision warning, automatic emergency braking, and lane-departure warning.

Kia Niro



► **Thanks to its high** stance, conservative styling, and conventional transmission (Read: not a CVT), the Kia Niro is a genre-splitting hybrid alternative that combines fuel economy with versatility. Along with sharing a drivetrain with its sibling hybrid, the Hyundai Ioniq, the Niro also shares some of the Hyundai's shortcomings.

The common drivetrain is a 1.6-liter four-cylinder, mated to a six-speed dual-clutch. Like the Ioniq, the Niro often suffers from a delay when beginning from a complete stop, and any attempt to rush it is punctuated by a noisy transition from electric drive to gasoline engine.

When compared against wagons and small SUVs, the Niro's 43 mpg overall is impressive. Yet it falls 9 mpg shy of the fuel economy of the Toyota Prius ... and Ioniq. This is because of the Niro's extra weight and height, which makes the Kia less aerodynamic. In the race to 60 mph, the Niro tied the Ioniq at 9.9 seconds.

It's no particular joy to pilot the Niro. It isn't a standout at handling turns, and was unimpressive in our avoidance maneuver. The ride gets choppy on bumpy pavement, and braking performance is mediocre.

Interior quality is mostly basic in our mid-trim EX, though it does feature a few nice touches. The manual cloth and leather front seats



look nice, but they're not that comfortable and lack adjustable lumbar. The driving position is roomy and upright, and the rear seat offers ample space, soft cushions, and supports good posture. The hybrid battery is located below the seats, allowing for a large, flat cargo floor.

The controls and 7-inch infotainment system are a breeze to use.

Forward-collision warning and automatic emergency braking are optional, but only available on mid and upper trims, pushing the price towards \$30,000.

VITAL STATS

65

OVERALL SCORE

65

ROAD-TEST SCORE

Price as tested

\$26,805

Trim line EX

Drivetrain

139-hp, 1.6-liter 4-cyl. hybrid; 6-speed dual-clutch automatic; FWD

Overall fuel economy

43 mpg

Why Buy One

- Very good fuel economy
- Versatile interior with lots of cargo room
- Straightforward, easy-to-use controls

Why Not Buy One

- Mediocre braking performance
- Lacks handling agility
- Hesitates when starting from a stop
- Front seats aren't very comfortable

BEST VERSION TO GET

The EX trim is a good place to start. But we suggest getting the Sunroof and Advanced Technology package to get forward-collision warning and automatic emergency braking, plus the 10-way power driver's seat with four-way adjustable lumbar support.

Meeting Older Drivers' Needs

How three companies are leading the way to help keep aging drivers on the go.



STUDIES SHOW THAT THE average man outlives his ability to drive by six years, and the average American woman by 10 years. But nearly three-quarters of seniors live in areas with few transportation alternatives.

These, and other factors, amount to a transportation predicament that will only grow more urgent with the arrival of the Silver Tsunami, which will swell the 65-and-older population to a projected 74 million in 2030 from 46 million in 2015.

With the marketplace for senior drivers rapidly expanding, automakers have been taking the needs of this population into consideration in their

vehicle designs. We spoke with three manufacturers to better understand what steps they have been taking.

Ford

Newly minted car designers don't start out with an understanding of the needs of senior drivers or others with limited mobility or declining vision. To help sensitize them, Ford makes its engineers and designers wear its Third Age Suit, which duplicates some of the limited flexibility, hearing, motion, vision, and even sense of touch that seniors can experience.

"The Third Age Suit places our engineers directly in the shoes of older

drivers, helping them understand their circumstances and anticipate their needs," says Katie Allanson, a human factors engineer in Ford's Interactions and Ergonomics group.

Some of the details Ford looks at include ease of opening doors, seat-belt operation, and the space between infotainment buttons, so drivers can avoid hitting two at once.

Advanced safety features are always a balancing act, no matter which driver the manufacturer has in mind. For instance, engineers struggle with how to create sound or sight warnings that do the job but won't annoy or overwhelm the driver.

Subaru

Subaru's approach to designing cars with seniors in mind is to focus on access, controls, and visibility, and to keep its cars free of anything that's confusing or complicated, says Todd Hill, a product manager. Accessibility is a key focus: for example, making sure doors open wide, and eliminating low or sloping rooflines so that no one has to duck to get into a car. Subaru makes sure gauges and touch screens are large and visually clean, with easily readable fonts. Gauges are also placed high on the dashboard to help keep a driver's eyes on the road.

Toyota

Known for reliability and value, Toyota relies heavily on research, partnering with institutions like the University of Michigan and Wayne State University to explore issues, including how to reduce injuries to seniors in a crash.

An innovation that resulted from its collaboration with Wayne State was a computer-simulated model that revealed how a 70-year-old female's bones might break in a crash. The modeling, meant to educate designers about gender's role in aging, hasn't resulted in new products yet. But Toyota's collaboration with a senior center in Michigan led to changes in the seat design in some models that made it easier for seniors to maneuver out of their car.

		Make & Model	Vehicle Class	Price	Overall Score	Senior Features				Safety Features			
	Rank					Front-Seat Access	Visibility	Control	Headlights	Backup Camera	Automatic Emergency Braking	Forward-Collision Warning	Blind-Spot Warning
Senior drivers and others with limited mobility need a car that's easy to get into and out of, with controls that are easy to reach and intuitive to use. We've combed through our ratings to find the 25 new models that we think best fit the bill. All are recommended by Consumer Reports and earned an Overall Score of Excellent or Very Good in their respective categories (representing road-test performance, predicted reliability, owner satisfaction, and safety). We determined the rankings in this chart by giving special consideration and extra weighting to specific features we think are essential for senior drivers: ■ Front-seat access: Low door sills, wider openings, and step-in heights that reduce the need for ducking or climbing make entry easier for those with physical limitations. ■ Visibility: We chose cars that enable tall, medium, and shorter drivers to see out of the front, sides, and back. ■ Controls: These cars have easy-to-read gauges and intuitive controls for changing the radio, shifting gears, and adjusting the heating and cooling. ■ Headlights: Powerful headlights can make driving at night easier for people with decreasing or compromised vision. The symbols in the Senior Features columns represent vehicles that excel for those attributes when compared with the other recommended vehicles on the list.	1	Subaru Forester	Compact SUV	\$22,595-\$34,295	83	●	●	●		Std.	Opt.	Opt.	Opt.
	2	Subaru Outback	Wagon	\$25,645-\$38,640	75		●	●	●	Std.	Opt.	Opt.	Opt.
	3	Kia Soul	Compact Car	\$16,100-\$35,950	71	●		●		Opt.	NA	Opt.	Opt.
	4	Subaru Legacy	Midsized Sedan	\$21,995-\$31,640	79		●	●		Std.	Opt.	Opt.	Opt.
	5	Kia Sportage	Compact SUV	\$23,200-\$34,200	76	●		●	●	Std.	Opt.	Opt.	Opt.
	6	Toyota Highlander	Midsized SUV	\$30,630-\$47,880	84	●				Std.	Std.	Std.	Opt.
	7	Toyota Prius V	Compact Car	\$26,675-\$30,935	71	●			●	Std.	Opt.	Opt.	NA
	8	Toyota RAV4	Compact SUV	\$24,910-\$36,150	79	●			●	Std.	Std.	Std.	Opt.
	9	Honda Odyssey (2017)	Minivan	\$29,850-\$45,325	79	●				Std.	NA	Opt.	Opt.
	10	Nissan Rogue	Compact SUV	\$23,820-\$32,510	71	●		●		Std.	Opt.	Opt.	Opt.
	11	Honda Accord	Midsized Sedan	\$22,455-\$35,955	82		●		●	Std.	Opt.	Opt.	NA
	12	Ford C-Max Hybrid	Compact Car	\$24,170-\$31,770	73	●			●	Std.	NA	NA	Opt.
	13	Hyundai Sonata	Midsized Sedan	\$21,600-\$34,350	75		●	●	●	Std.	Opt.	Opt.	Opt.
	14	Toyota Camry (2017)	Midsized Sedan	\$23,070-\$31,370	84		●		●	Std.	Opt.	Opt.	Opt.
	15	Subaru Crosstrek	Subcompact SUV	\$21,695-\$25,195	76		●	●		Std.	Opt.	Opt.	Opt.
	16	Toyota Sienna	Minivan	\$29,750-\$47,310	79	●				Std.	Opt.	Opt.	Opt.
	17	Honda CR-V	Compact SUV	\$24,045-\$33,695	77	●				Std.	Opt.	Opt.	Opt.
	18	Honda Pilot	Midsized SUV	\$30,595-\$47,070	75	●	●			Std.	Opt.	Opt.	Opt.
	19	Kia Forte	Compact Sedan	\$16,490-\$23,690	76		●	●	●	Opt.	Opt.	Opt.	Opt.
	20	Ford Escape	Compact SUV	\$23,600-\$34,800	71	●		●		Std.	NA	Opt.	Opt.
	21	Toyota Corolla	Compact Sedan	\$18,500-\$22,680	77		●		●	Std.	Std.	Std.	NA
	22	Kia Sorento	Midsized SUV	\$25,400-\$45,700	82	●		●		Opt.	Opt.	Opt.	Opt.
	23	Ford Flex	Large SUV	\$29,710-\$42,710	74	●	●			Std.	NA	Opt.	Opt.
	24	Hyundai Santa Fe	Midsized SUV	\$25,350-\$38,250	78	●		●		Std.	Opt.	Opt.	Opt.
	25	Hyundai Tucson	Compact SUV	\$22,700-\$31,175	75			●	●	Std.	Opt.	Opt.	Opt.



From Birth To Booster

All-in-one seats sound tempting, but can one seat really do it all?

WAITING UNTIL MOM GETS labor pains is too late to decide on a car seat. Not only will you need one for your newborn's ride home from the hospital, but over your child's early life you'll also need a range of seats designed for different ages and sizes.

Even seasoned parents may be fuzzy on which seat type is correct and when to move to the next one. Here, we provide a guide to the various seat types, and a handy timeline for when to transition your child to the next seat.

Improved, But Not Perfect

As the name implies, all-in-one car seats are designed for children from birth to booster-seat age, usually 6 to 10 years old. The idea of paying for just one seat for all those years is tempting, but CR's past ratings have shown that by covering such a large age range, all-in-one seats

prove less effective than seats designed for more dedicated applications.

Consequently, tested all-in-one seats typically prove to be jacks-of-all-trades, masters of none. Our latest car seat tests show that some of the newest all-in-one products are better all-around performers than older competitors.

Based on these newly updated tests, three models—the Graco Milestone, Graco 4Ever, and Evenflo Symphony—stand out for their balance of crash protection, ease of use, vehicle fit in harnessed use, and seat-belt fit in booster mode. It's interesting to note that these three seats also topped our ratings before the implementation of Consumer Reports' new crash test.

Despite the high level of performance, CR still recommends that all-in-one car seats serve as a "fill in" product rather than a primary-use seat. As an example, though all-in-ones can be used for new-

borns, we think that the fit and carrier convenience provided by a dedicated infant seat still make it your best bet.

In practical terms we know that kids can be messy, and using the same child seat for 10 years or more may take a toll on cleanliness. As a transition seat between children, or as an extra seat for a relative's car, all-in-ones do make financial sense.

New Test, New Recommendation

Consumer Reports evaluates all child safety seats with a crash-test protocol that we believe gauges the relative safety potential of child seats in conditions that more closely represent an actual vehicle interior. To date, we have evaluated infant, convertible, and now all-in-one seats under this new protocol.

Research shows when a child suffers a serious injury in a crash, it's often to their head. Contact with an interior component, such as the front seatback, is often the cause. That's why CR's revised crash test protocol incorporates a simulated front seatback surface to evaluate the potential for head contact.

The results of our testing show that a dummy representing a 50th percentile, 12-month-old child had head contact with a simulated front seatback with 16 of the 30 infant seats we evaluated.

But in our tests of convertible seats, the dummy fared better—it was protected from a head strike with the simulated seatback in 24 of the 25 tested models.

Based on those results, our advice is to transition your child to a rear-facing convertible seat no later than age one. Yes, you lose the convenience of using an infant seat carrier, but that is outweighed by the safety advantage a convertible seat offers for reducing the potential for a head injury.

As your little one transitions from his infant seat, a convertible seat is the next step. These seats can be installed in both rear- and forward-facing configurations, and will likely be the seat your child sits in for the longest period of time.

Although many of the infant or rear-facing-only child seats have weight limits up to 35 pounds or more, it is more likely your child will grow out of many of those seats, height-wise, before they even reach those weight limits.

A convertible seat is a must in order to keep your child rear-facing until the age of 2 years old, which is recommended by Consumer Reports and the American Academy of Pediatrics. Updated laws in California, New Jersey, Oklahoma, Oregon, Pennsylvania, and South Carolina now also require children to sit rear-facing until age two.

Strategies to Securely Install a Seat

Your child seat must fit not only your child but also your car. If you can't test-fit a seat before purchasing it, make sure you can return or exchange it. See SafeKids Worldwide (safekids.org/events) for dates and locations where you can have your seat installation checked.

Here are tips to help you get the right fit for your child safety seat:

- Carefully read the manuals for both the car and the seat.
- Check the recline angle of rear-facing seats. That is critical, especially for infants. An overly upright seat may allow an infant's head to fall forward, obstructing breathing. A seat that is overly reclined may compromise its crash protection. Most rear-facing seats have a built-in level indicator to help you get the seat properly aligned or reclined.
- Child seats can be installed using your vehicle's seat belts, but it's often easier to get a secure fit using LATCH.
- Attach and tighten the top tether for all forward-facing child seats, whether they are installed with LATCH or the seat belt.
- You may have to remove the vehicle's head restraint to allow a forward-facing seat to fit properly against the vehicle's seatback.
- To assure that the harness is tight enough, you shouldn't be able to pinch any fabric at the child's shoulder.

Top-Performing All-In-Ones

Balanced performance under tough crash-test conditions



Graco
Milestone
\$230



Evenflo
Symphony
\$200



Car-Seat Timeline and the Main Seat Types

These estimates, based on best practices and child-seat height/weight limits, are our recommendations for the minimum number of child seats you'll need to use until your child is ready to use the vehicle's seat belts alone.

It's important to use the right type of seat, to ensure it remains a safe, comfortable, and convenient fit for your child. Spending more doesn't necessarily get you a better-performing seat, but it may buy you more features.

Many midpriced models perform as well as or better than pricier ones. Seats can be reused, but they have expiration dates. And retire the seat after a crash or if it sustains any damage.

CR's Recommended Car Seat Use for Children Under the Age of 12

Age (Years)	0	1	2	3	4	5	6	7	8	9	10	11	12
Rear-Facing Infant		Recommended	Transition										
Convertible Rear-Facing		Transition	Recommended	Transition									
Convertible Forward-Facing			Recommended	Recommended	Recommended	Recommended	Transition	Transition	Transition	Transition			
Belt-Positioning Booster					Transition	Transition	Recommended	Recommended	Recommended	Recommended	Recommended	Transition	Transition

Recommended Use Period Transition Periods
(Safe to use depending on the seat's limits and your child's height and weight.)



Rear-Facing Infant Seats

(for children 4 to 40 pounds)
\$80 to \$500

You have plenty to haul around as a new parent, but an infant seat's detachable carrier is a great convenience. It allows parents to easily carry the child, and most will also snap into a compatible stroller. Our tests show that infant seats also provide the best fit for the smallest babies. Though they are designed to accommodate babies that weigh up to 40 pounds, most will outgrow them height-wise first. And based on our new findings, you'll want to move your child to a rear-facing convertible seat no later than his first birthday.



Convertible Seats

(for children 5 to 45 pounds rear-facing,
20 to 70 pounds forward-facing)
\$40 to \$450

You'll need a convertible seat for two reasons: It's recommended for kids to remain facing rearward until they reach their second birthday, and our tests show these seats offer better head protection for 12-month-old kids than infant seats. You may be tempted to use convertibles for newborns, but most don't provide the best fit for tiny babies. The seat can be positioned facing forward once a child has reached age 2 or exceeds the rear-facing height or weight limits of the seat. Many have forward-facing limits of 65 pounds or more.



Belt-Positioning Booster Seats

(for children 30 to 120 pounds)
\$14 to \$300

Once your child has outgrown a forward-facing harnessed seat, he will still need a booster to allow the seat belts to sit correctly on his frame. A child usually isn't tall enough to use the belts alone until he reaches 57 inches tall and is between 8 and 12 years old. Boosters are designed to raise the child high enough so that the vehicle's seat belt sits correctly. High-backed boosters are a better choice because they include some side bolstering, as well as a guide that can better position the shoulder belt.

	Brand & Model	Price	Overall Score	Test Results			
Recommended				Crash Protection	Ease of Use	Fit-to-Vehicle	
						LATCH	Belt

REAR-FACING INFANT SEATS

	Chicco KeyFit	\$180	86	Best			
	Chicco KeyFit 30	\$200	84	Better			
	GB Asana 35 DLX	\$250	82	Best			
	Combi Shuttle	\$180	77	Better			
	Cybox Aton Q	\$370	73	Best			
	Cybox Aton 2	\$320	73	Best			
	Maxi-Cosi Mico AP	\$200	73	Better			
	Uppababy Mesa	\$300	72	Better			
	Safety 1st onBoard35 Air	\$160	71	Best			
	Safety 1st onBoard35	\$110	70	Better			
	Peg Perego Primo Viaggio 4-35	\$300	68	Better			
	Nuna Pipa	\$300	67	Best			
	Doona Infant Car Seat Stroller	\$500	66	Better			
	Britax B-Safe 35 Elite	\$200	64	Better			
	Britax B-Safe 35	\$170	64	Better			
	Graco SnugRide Click Connect 30	\$130	63	Better			

	Brand & Model	Price	Overall Score	Test Results			
Recommended				Crash Protection	Ease of Use	Fit-to-Vehicle	
						Rear LATCH	Forward Belt

CONVERTIBLE SEATS

	Chicco NextFit	\$300	82	Best			
	Britax Marathon ClickTight	\$265	81	Better			
	Evenflo Sure Ride	\$100	74	Best			
	Cosco Scenera Next	\$45	73	Better			
	Britax Boulevard ClickTight	\$305	73	Basic			
	Graco Contender 65	\$140	72	Better			

HOW WE TEST: Our car-seat ratings are based on a combination of Crash Protection, Ease of Use, and Fit-to-Vehicle (how simple it is to

install) using both LATCH and seat-belt installation. All-in-ones are rated for crash protection and their potential to provide a proper belt fit. All models

	Brand & Model	Price	Overall Score	Test Results			
Recommended				Crash Protection	Ease of Use	Fit-to-Vehicle	
						Rear LATCH	Forward Belt

CONVERTIBLE SEATS *Continued*

	Graco Size4Me 65	\$180	71	Best			
	Graco My Ride 65	\$110	70	Better			
	Safety 1st Guide 65	\$95	64	Better			
	Britax Boulevard (G4)	\$265	64	Basic			
	Safety 1st Chart Air 65	\$130	64	Best			
	Safety 1st Complete Air 65	\$160	63	Best			
	Maxi-Cosi Pria 70	\$200	63	Better			
	Evenflo Triumph 65	\$130	62	Best			
	Britax Roundabout (G4)	\$145	62	Basic			

	Brand & Model	Price	Overall Score	Test Results			
Recommended				Harnesses Crash Protection	Ease of Use	Fit-to-Vehicle	
						Rear LATCH	Forward Belt

ALL-IN-ONE SEATS

	Graco Milestone	\$230	79	Best			
	Graco 4Ever	\$300	75	Best			
	Evenflo Symphony (w/ SureLATCH)	\$200	72	Best			
	Evenflo SafeMax All-In-One	\$280	64	Best			
	Cosco Easy Elite	\$100	59	Best			
	Safety 1st Grow and Go	\$170	56	Better			
	Safety 1st Continuum	\$150	56	Better			
	Safety 1st Elite EX 100 Air +	\$250	56	Better			
	Safety 1st Grow and Go Air	\$200	55	Best			
	Safety 1st UltraMax Air 360	\$230	54	Better			
	Diono Radian R120	\$270	47	Better			
	Diono Radian RXT	\$300	37	Better			

were tested to our new protocol and are rated Basic, Better, or Best based on their relative potential to provide an additional margin of safety. CR Best

Buyers are notable values. To learn more about child safety seats, visit [CR.org/carseats](https://www.cpsc.gov/ohp/initiatives/carseats).

A close-up, low-angle shot of the front left corner of a bright blue car. The image highlights the sleek, modern design of the headlight assembly, which features a clear lens and a chrome accent. Below the headlight is a large, multi-tiered chrome grille with a black mesh pattern. The car's body panels are a vibrant blue, and the overall lighting is bright, suggesting a sunny day. The background is slightly blurred, showing a paved surface.

Ratings & Reference

Standouts, Ratings, Vehicle Profiles, and Road Test, Crash-Test, and Dimensions Data

Standout Models In Every Category

Here we highlight what makes each vehicle category unique, plus we list the top vehicles from our testing in every category, from sedans and sports cars to SUVs and pickup trucks.

Sedans

Compact cars are practical for commuting or zipping around town. Midsize sedans provide the best balance of performance, fuel economy, and practicality. Large sedans provide more space and near-luxury accommodations.

COMPACT \$14,000-\$20,000

PROS

Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS

Tend to be noisy, some have done poorly in IIHS narrow-offset crash test, slow acceleration, jittery ride

SUBCOMPACT

Best Overall Honda Fit, Toyota Yaris iA

COMPACT

Best Overall Subaru Impreza, Chevrolet Cruze, Kia Forte, Mazda3

Fuel Efficient Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Prius, Toyota Corolla iM, Ford C-Max

Electric cars/Plug-in Hybrids Toyota Prius Prime, Chevrolet Bolt, BMW i3

MIDSIZE \$22,000-\$33,000

PROS

Comfortable ride, low noise, roomy accommodations, abundant power, space for five people

CONS

Limited cargo flexibility

Best Overall Kia Optima, Honda Accord

Fuel Efficient Ford Fusion Hybrid, Chevrolet Malibu Hybrid, Hyundai Sonata Hybrid, Mazda6, Honda Accord (4-cyl.)

LARGE \$35,000-\$45,000

PROS

Abundant interior room, comfortable seats, composed ride, quiet cabin, large trunk

CONS

Hard to park, lack agility, mediocre fuel economy

Best Overall Chevrolet Impala, Toyota Avalon, Kia Cadenza



Subaru Impreza

81

OVERALL SCORE



Chevrolet Impala

84

OVERALL SCORE



Kia Optima

85

OVERALL SCORE

Luxury Sedans

These cars promise more of everything than mainstream brands do: comfort, quietness, safety, and panache. All of which comes wrapped in glittery bodywork and with richer, more-supple interior materials.

COMPACT \$35,000-\$45,000

PROS

Quietness, power, handling, fit and finish, advanced safety systems

CONS

Expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats, entry-level models don't deliver high levels of luxury

Best Overall Audi A4

Fuel Efficient BMW 328d, Audi A4

Fun to Drive BMW 330i, Audi A4

Infiniti Q70

88

OVERALL
SCORE



MIDSIZE \$40,000-\$60,000

PROS

Comfort, roominess, quietness, power, handling, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, relatively tight rear seats in some models

Best Overall Infiniti Q70, Lexus GS 350, Audi A6

Great Value Lexus ES 350,

Sporty Audi A6, Infiniti Q70, Lexus GS 350

Fuel Efficient Lexus ES 300h, Lincoln MKZ Hybrid, Infiniti Q70 Hybrid

LARGE \$70,000-\$110,000

PROS

Interior room, quietness, power, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best Overall BMW 750i, Tesla Model S, Audi A8, Genesis G90

Tesla Model S

86

OVERALL
SCORE



Audi A4

81

OVERALL
SCORE



SUVs

Subcompact and compact SUVs blend versatility, passenger space, comfort, and safety features with fairly good fuel economy. Midsize and large versions bring more cargo and passenger room, including three rows of seats. But fuel economy can suffer. All-wheel drive is usually optional, and often standard, on most SUVs.

SUBCOMPACT/COMPACT \$20,000-\$35,000

PROS

Versatility, easy to park, agility, fuel economy

CONS

Noisy, stiff ride

SUBCOMPACT

Best Overall Honda HR-V, Mazda CX-3

Fuel Efficient Honda HR-V

COMPACT

Best Overall Subaru Forester, Mazda CX-5, Toyota RAV4, Honda CR-V, Kia Sportage, Hyundai Tucson

Fuel Efficient Toyota RAV4 Hybrid, Honda CR-V

Mazda CX-5

79

OVERALL SCORE



MIDSIZE \$30,000-\$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get expensive with options, handling can be clumsy, fuel economy, can be challenging to park three-row versions, rear visibility

Best Overall: Two Row Ford Edge, Hyundai Santa Fe Sport, Nissan Murano

Best Overall: Three Row Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot, Mazda CX-9

Fuel Efficient Toyota Highlander Hybrid

Toyota Highlander Hybrid

86

OVERALL SCORE



Ford Flex

74

OVERALL SCORE



LARGE \$40,000-\$60,000

PROS

Versatility, good interior and cargo space, ample power, composed ride, third-row seat, cabin quietness

CONS

High price, mediocre fuel economy at best, handling can be clumsy, challenging to park, rear visibility

Best Overall Ford Flex
To Tow and Haul Ford Expedition, Toyota Sequoia

Luxury SUVs

These models are distinguished by their quiet interiors, leather and wood trim, and abundance of comfort and convenience features. Compact models are alternatives to conventional family sedans, albeit smaller. Midsized and large models add in more creature comforts, safety gear, and high-tech infotainment features.

COMPACT

\$35,000-\$45,000

PROS

Plush, quiet, agile, quick, easy to park, advanced safety systems

CONS

Ride, tight rear seat, complicated controls, high price, entry-level models deliver less luxury than expected

Best Overall Audi Q3, Mercedes-Benz GLC300, Lexus NX, BMW X3

Fuel Efficient Lexus NX 300h, BMW X1

Fun to Drive Audi Q3, Porsche Macan, BMW X3

MIDSIZED

\$45,000-\$55,000

PROS

Plus accommodations, interior room, quietness, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Two Row Lexus RX,

Best Three Row Audi Q7, Acura MDX, BMW X5, GMC Acadia

Fuel Efficient Lexus RX 450h

Sporty Audi Q7, Porsche Cayenne

Audi
Q7

90

OVERALL
SCORE



LARGE

\$60,000-\$80,000

PROS

Luxurious accommodations, interior and cargo room, quietness, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Overall Toyota Land Cruiser

Toyota Land
Cruiser

74

OVERALL
SCORE



Mercedes-Benz
GLC

79

OVERALL
SCORE



Minivans & Wagons

Best for hauling five to eight people.

MINIVANS \$35,000-\$45,000
WAGONS \$25,000-\$40,000

PROS

Minivans seat seven or eight, abundant luggage/cargo space, composed ride, quietness

CONS

Few minivans offer all-wheel drive, minivan image for some buyers, mediocre fuel economy

MINIVANS

Best Overall Toyota Sienna

WAGONS

Best Overall Subaru Outback

Toyota
Sienna

82

OVERALL
SCORE

Sports Cars

The best are quick and agile, with a rewarding driving experience.

PRICE RANGE
\$30,000-\$50,000+

PROS

Fun, fast, agile, stylish

CONS

Impractical, cramped, rough riding noisy, expensive to insure

Best Overall

BMW M240i, Chevrolet Corvette, Porsche 911

Roadsters

Mazda MX-5 Miata, Porsche 718 Boxster

Fun Coupes

Toyota 86, Subaru BRZ

Muscle Cars

Chevrolet Camaro SS

Pickup Trucks

The best ones are adaptable for work or family duty.

PRICE RANGE
\$35,000-\$45,000

PROS

Unbeatable hauling and towing capacities, versatility

CONS

Fuel thirsty, bulky size, exposed cargo areas, high cost

Best Compact Pickup

Honda Ridgeline



Honda
Ridgeline

76

OVERALL
SCORE



BMW
M240i

92

OVERALL
SCORE





Vehicle Ratings

These charts provide a quick reference guide to all of the vehicles that Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.

Guide to the Charts

► **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

► **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We also deduct points if a vehicle's shifter is confusing to use, lacks fail-safes, or is difficult to use. For more information on safety and crash-test performance, see page 186.

► **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our Annual Auto Survey. The

survey includes owner satisfaction, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. To learn more on reliability, visit CR.org/reliability.

► **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center, located in central Connecticut.

► **Overall MPG** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving. Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with a , vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in government or industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated.

Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively refreshed since our last test, and they are scheduled to be included in future road tests: Audi Q5, Buick Enclave and Regal, Chevrolet Traverse, Honda Odyssey, Hyundai Accent, GMC Terrain, Kia Rio, Lexus LS, Porsche Panamera, Subaru Crosstrek, Toyota Camry, Volkswagen Tiguan, and Volvo XC60. For updates, check a future issue of Consumer Reports Cars or ConsumerReports.org.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		

CARS: COMPACT ELECTRIC AND HYBRIDS

✓	Toyota Prius Three	\$27,323	77	↑	↑	75	52	Fuel economy, hatchback versatility, ride, reliability, standard forward collision avoidance.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges.
✓	Ford C-Max Hybrid SE	\$26,685	73	↓	↑	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, cargo area, expensive to get rear camera.
✓	Toyota Prius Prime Premium	\$29,889	73	↑	↑	74	133 ¹ /50 ²	Fuel economy, no range anxiety, standard advanced safety gear, tax incentives.	Complex infotainment screen, 4-seat only, shifter, less luggage space than Prius.
✓	Ford C-Max Energi	\$34,940	73	↓	↑	77	94 ¹ /37 ²	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area, expensive to get rear camera.
✓	Toyota Prius V Three	\$28,217	71	↑	↑	73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	Acceleration, agility, engine noise, complicated radio, odd shifter and gauges.
✓	BMW i3 Giga (REx)	\$50,450	71	↓	↓	79	139 ¹	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats four, rear access, cargo space, stingy instrumentation, odd shifter.
✓	Chevrolet Bolt Premier	\$43,155	70	↓	↑	76	119 ¹	Long range for an EV, acceleration, agility, quietness.	Charging times, brake pedal feel, ride, seat comfort, gear selector.
	Hyundai Ioniq SEL	\$25,035	66	↓	↑	67	52	Fuel economy, hatchback versatility, controls.	Braking, agility, hesitation off the line.
	Kia Niro EX	\$26,805	65	↓	↑	65	43	Fuel economy, cargo versatility, controls.	Braking, agility, hesitation off the line, front seat comfort, ride.
	Toyota Prius C Two	\$20,850	63	↑	↑	55	43	Fuel economy, transmission, turning circle, relatively roomy rear seat for two, standard advanced safety gear.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Nissan Leaf S	\$29,860	62	↑	↓	71	106 ¹	Running costs, ride, instant power delivery, quietness, access, turning circle.	IIHS small overlap crash-test, limited range, high-pitched whine, no telescoping wheel, agility, odd shifter.
	Chevrolet Volt LT	\$35,890	54	↓	↑	70	105 ¹ /38 ²	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear seat, front-seat comfort, driving position, access.
	Ford Focus Electric	\$40,990	52	↓	↓	76	107 ¹	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	Mitsubishi i-MiEV SE	\$33,630	44	↓	↓	35	111 ¹	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.

CARS: SUBCOMPACT

✓	Toyota Yaris iA	\$17,570	67	↑	↓	60	35	Fuel economy, agility, standard front-collision mitigation.	Noise levels, infotainment learning curve, tight rear seat, wet braking.
✓	Honda Fit EX	\$19,025	66	↓	↑	67	33	Fuel economy, interior room, versatility, handling, access, standard rear camera.	Ride, noise, confusing uplevel audio system.
✓	Chevrolet Sonic LT (1.8L)	\$17,290	64	↓	↓	66	28	Braking, trunk, quick and quiet for class.	Fuel economy, darty steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	\$17,495	62	↑	↓	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
	Toyota Yaris LE	\$17,290	57	↑	↓	47	32	Fuel economy, roomy rear seat, turning circle, standard forward collision avoidance.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility.
	Nissan Versa SV (sedan)	\$15,490	56	↓	↓	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish.
	Chevrolet Spark 1LT	\$16,660	50	↓	↓	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	\$17,795	48	↓	↓	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (3-cyl., MT)	\$18,720	47	↓	↓	66	35	Handling, ride, fuel economy, turning circle.	Reliability, acceleration, braking, rear seat, some controls.
	Ford Fiesta SE (sedan, 4-cyl.)	\$16,595	46	↓	↓	64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		
CARS: SUBCOMPACT <i>Continued</i>									
	Smart ForTwo Passion	\$18,730	41	⬇️	⬆️	41	36	Easy parking, access, turning circle, fuel economy.	Ride, noise, acceleration, idle vibration, hesitation off line, requires premium fuel.
	Mitsubishi Mirage ES	\$16,050	37	⬇️	⬇️	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.
CARS: SMALL 2-DOOR									
✓	Hyundai Veloster (base, MT)	\$20,340	63	⬇️	⬇️	67	31	Handling, fuel economy, extra door, turning circle, long warranty.	Ride, noise, lacks low-end torque, rear visibility, rear seat.
	Mini Cooper (base, AT)	\$27,400	58	⬇️	⬆️	68	31	Handling, fuel economy.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle S 1.8T (AT)	\$22,485	46	⬇️	⬇️	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	\$21,000	44	⬇️	⬇️	52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
	Fiat 500 Sport (MT)	\$18,600	40	⬇️	⬇️	54	33	Handling, shifter, fuel economy, front access.	Reliability, poor IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
CARS: COMPACT									
✓	Subaru Impreza Premium	\$23,410	81	⬆️	⬆️	85	30	Ride, braking, fuel economy, roomy interior, controls.	Front seat comfort.
✓	Chevrolet Cruze LT	\$23,145	78	⬆️	⬇️	77	30	Ride, quietness, among roomiest in class, reliability.	Front seat support, rear visibility.
✓	Toyota Corolla LE	\$20,652	77	⬆️	⬆️	71	32	Ride, fuel economy, interior space, large trunk, reliability, value, standard forward collision avoidance.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
✓	Kia Forte LX	\$19,570	76	⬆️	⬇️	80	33	Fuel economy, ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	Mazda3 Grand Touring (hatchback, 2.0L, MT)	\$24,040	72	⬆️	⬆️	73	32	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system, relatively pricey.
✓	Mazda3 Touring (2.0L)	\$21,740	72	⬆️	⬆️	72	33	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat.
✓	Kia Soul Plus	\$24,115	71	⬇️	⬆️	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	Toyota Corolla iM	\$19,995	70	⬆️	⬇️	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard advanced safety gear.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	Hyundai Elantra SEL	\$20,090	69	⬆️	⬆️	66	33	Relatively roomy, easy controls, fuel economy, long warranty.	Engine noise, ride, front-seat comfort, too easy to turn off daytime running lights.
	Volkswagen Golf SE (1.8T)	\$25,315	64	⬇️	⬆️	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability, noisy rear view camera, a bit pricey.
	Mitsubishi Lancer ES	\$17,515	61	⬇️	⬇️	62	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Nissan Sentra SV	\$20,125	61	⬇️	⬇️	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money.	Ride, noise, fit and finish, front-seat comfort.
	Volkswagen Jetta SE (1.4T)	\$21,235	59	⬇️	⬇️	79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility.	Reliability, ride, lackluster interior finish.
	Honda Civic LX	\$20,275	58	⬇️	⬆️	76	32	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front seat comfort.
	Mini Clubman Base (1.5T)	\$31,550	57	⬇️	⬆️	67	28	Handling, roomier than any other Mini.	Ride, noise, visibility, controls have a learning curve.
	Honda Civic EX-T	\$23,035	57	⬇️	⬆️	75	31	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front-seat comfort, complicated infotainment for EX and higher trims.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		

CARS: COMPACT *Continued*

	Ford Focus SE (2.0L)	\$20,485	47			67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	\$21,455	45			62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
	Fiat 500L	\$24,595	35			50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.

CARS: MIDSIZED

	Kia Optima EX (2.4L)	\$25,860	85			86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price, reliability.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
	Honda Accord LX (4-cyl.)	\$23,270	82			85	30	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, controls.	Complicated optional radio, ride a bit choppy.
	Honda Accord EX-L (V6)	\$30,860	81			84	26	Fuel economy, powertrain, handling, roomy interior, visibility, driving position.	Complicated optional radio, ride a bit choppy.
	Subaru Legacy 2.5i Premium	\$24,837	79			89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD.	Hard to read clock and temperature, acceleration, touchy throttle.
	Ford Fusion Titanium (2.0T)	\$33,180	78			83	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
	Ford Fusion SE (1.5T)	\$27,720	77			81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
	Mazda6 Sport	\$23,590	77			79	32	Fuel economy, agility, transmission.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system, Sport lacks power seat.
	Ford Fusion SE Hybrid	\$28,290	76			80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.
	Chevrolet Malibu 1LT (1.5T)	\$26,790	76			80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
	Chevrolet Malibu Hybrid	\$30,735	75			79	41	Fuel economy, ride, quietness, controls.	Front seat comfort, so-so visibility.
	Hyundai Sonata Hybrid SE	\$26,950	75			80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	Nissan Altima 3.5 SL	\$31,610	74			80	24	Acceleration, rear seat, controls, standard forward collision avoidance features.	Agility, ride.
	Hyundai Sonata SE (2.4L)	\$23,315	73			78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	Nissan Altima 2.5 SV	\$26,890	68			71	29	Rear seat, controls, fuel economy, standard forward collision avoidance features.	Unsettled ride, overly light steering.
	Volkswagen Passat SE (1.8T)	\$27,485	65			82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, standard forward collision avoidance.	Reliability, transmission refinement at low speeds.
	Volkswagen Passat SEL Premium (V6)	\$33,720	64			79	23	Ride, handling, acceleration, interior room, rear seat, access, standard forward collision avoidance.	Reliability, fuel economy, premium fuel.

CARS: LARGE

	Chevrolet Impala Premier (V6)	\$39,110	84			91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
	Toyota Avalon Limited (V6)	\$42,010	83			80	24	Ride, quietness, acceleration, fuel economy, rear seat, reliability, standard forward collision avoidance.	Agility, too easy to turn daytime running lights off
	Kia Cadenza Premium	\$36,945	82			91	24	Acceleration, smooth powertrain, quietness, braking, interior room, controls.	Agility, automatic emergency braking not available on Premium trim.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		

CARS: LARGE *Continued*

✓	Nissan Maxima Platinum	\$41,995	73	↓	↑	81	25	Acceleration, fuel economy, controls, fit and finish, standard forward collision avoidance.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
✓	Chrysler 300 C (V8)	\$45,650	71	↓	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	None.
✓	Chrysler 300 Limited (V6)	\$38,335	71	↓	↑	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Headlights.
	Ford Taurus Limited (3.5, V6)	\$37,885	66	↓	↓	72	21	Quietness, trunk space.	Visibility, driving position.
	Dodge Charger R/T Plus (V8)	\$40,375	61	↓↓	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	\$34,510	60	↓↓	↑	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.

CARS: LUXURY ENTRY-LEVEL

✓	Volkswagen CC Sport (2.0T)	\$32,800	70	↓	↓	78	26	Agility, ride, fit and finish.	Visibility, access, tight rear seat.
	Audi A3 Premium	\$31,495	69	↓	↑	77	27	Handling, feels solid, braking, standard forward collision avoidance.	Reliability, rear seat, some controls, pricey for size, headlights.
	Lexus CT 200h Premium	\$32,012	66	↑	↓	65	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space, unintuitive shifter.
	Acura ILX Premium	\$30,820	64	↑	↓↓	61	28	Fuel economy.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	Volkswagen Jetta GLI SE (MT)	\$27,740	57	↓↓	↓	74	27	Handling, powertrain, rear seat, large trunk.	Reliability, long clutch travel.
	Mercedes-Benz CLA 250	\$36,500	51	↓	↓↓	64	28	Braking, fuel economy, fit and finish, standard forward collision avoidance.	Reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening, unintuitive shifter.

CARS: LUXURY COMPACT

✓	Audi A4 Premium Plus	\$48,890	81	↑	↑	88	27	Ride, handling, quietness, transmission, fit and finish, front seat comfort, fuel economy, standard forward collision avoidance.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	BMW 328d xDrive	\$50,475	77	↓	↓	86	35	Handling, ride, fuel economy, transmission, front seat comfort, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
✓	BMW 330i xDrive	\$51,745	76	↓	↓	86	26	Handling, transmission, front-seat comfort, fit and finish, fuel economy.	Tight rear seat, some controls, choppy ride.
✓	Volvo S60 T5	\$39,925	73	↓	↓	80	25	Transmission, braking, fuel economy, front-seat comfort, standard forward collision avoidance.	Ride, rear seat, rear visibility.
	Infiniti Q50 3.0t Premium (AWD)	\$48,775	71	↓	↓↓	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Mercedes-Benz C300 (4MATIC) ⚠	\$47,560	67	↓	↓	85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish, standard forward collision avoidance.	Reliability, controls, price, confusing shifter.
	Lexus IS300 (AWD)	\$48,149	66	↑	↓	56	20	Powertrain refinement, reliability, standard forward collision avoidance.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Acura TLX 2.4L	\$35,920	62	↓↓	↓	79	27	Powertrain, fuel economy, braking, standard forward collision avoidance.	Reliability, annoying audio controls.
	Cadillac ATS Luxury (2.0T)	\$43,295	60	↓↓	↓	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, controls, tight interior, small trunk, turbo lacks refinement, access.
	Acura TLX SH-AWD	\$42,345	59	↓↓	↓	75	25	Acceleration, fuel economy, braking, standard forward collision avoidance.	Reliability, transmission and shifter, annoying audio controls.
	Alfa Romeo Giulia Ti (AWD)	\$48,890	52	↓↓	↑	70	27	Agility, steering, fuel economy, styling.	Controls, rear seat, limited driver's seat adjustments.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		

CARS: LUXURY MIDSIZED

✓	Infiniti Q70 (V6)	\$53,825	88	↑	↑	90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, not as quiet as most competitors.
✓	Lexus GS 350	\$58,858	85	↑	↑	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard forward collision avoidance.	Fussy controls.
✓	Audi A6 3.0 Premium Plus Quattro	\$56,295	84	↑	↑	90	22	Powertrain, handling, ride, quietness, fuel economy, front seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
✓	Infiniti Q70 Hybrid	\$58,655	83	↑	↑	83	25	Fuel economy, acceleration, fit and finish, reliability.	Abrupt electric/gas transition, touchy brake pedal, small trunk.
✓	Lexus ES 350	\$43,702	82	↑	↑	78	25	Acceleration, fuel economy, drivetrain, quietness, front-seat comfort, reliability, standard forward collision avoidance.	Lackluster handling, controls.
✓	Lexus ES 300h	\$44,017	81	↑	↑	77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard forward collision avoidance.	Lackluster handling, controls, touchy brake pedal.
✓	Lincoln MKZ 2.0 EcoBoost	\$41,990	81	↓	↑	88	23	Ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
✓	Lincoln MKZ Hybrid	\$41,990	81	↓	↑	88	34	Ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
✓	Cadillac CT6 Luxury (3.6, AWD)	\$64,485	81	↓	↑	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Some controls, low dash vents, scant in-cabin storage.
✓	BMW 530i xDrive	\$65,210	81	↓	↑	94	26	Ride, quietness, transmission, seat comfort, fit and finish, fuel economy.	Some controls, confusing shifter, automatic emergency braking should be standard at this price.
✓	Genesis G80 3.8 (AWD)	\$52,450	80	↓	↑	89	20	Ride, braking, quietness, slick powertrain, plush interior, standard forward collision avoidance.	Overzealous lane-keeping assist.
✓	Buick LaCrosse Essence	\$43,225	78	↓	↑	85	24	Ride, quietness, acceleration, braking, roomy interior, intuitive infotainment system.	Confusing gear selector, visibility, agility.
✓	Cadillac XTS Premium	\$57,200	77	↑	↓	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
	Lincoln Continental Select (2.7T, AWD)	\$55,590	75	↓	↑	83	20	Ride, quietness, acceleration, braking, interior room.	Confusing shifter, comfort of standard front seats, controls.
	Acura RLX Tech	\$55,345	75	↑	↓	75	23	Spacious and plush interior, seat comfort, braking, standard forward collision avoidance.	Ride, agility, complicated controls, suspension noise.
	Mercedes-Benz E300 4MATIC ⚠	\$69,585	74	↓	↑	85	24	Agility, braking, fuel economy, quietness, front-seat comfort, fit and finish, standard forward collision avoidance.	Unintuitive controls, tight rear seat, rear access, confusing shifter.
	Cadillac CTS Luxury (V6, AWD)	\$58,780	71	↓	↓	83	22	Agility, fun to drive, front seats, plush interior, braking.	Complicated CUE controls, rear seat, trunk.
	Volvo S90 T6 Momentum (AWD) ⚠	\$61,855	62	↓	↑	73	23	Seat comfort, fit and finish, standard advanced safety features.	Ride comfort, coarse engine noise, unintuitive controls.
	Jaguar XF Prestige (V6)	\$66,586	61	↓	↑	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	\$89,010	48	↓	↓	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, relatively loud, rear seat, access, touchy brake pedal, fussy shifter.

CARS: ULTRA LUXURY

✓	Tesla Model S P85D ⚠	\$127,820	86	↓	↑	100	87	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat, standard forward collision avoidance.	Access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	BMW 750i xDrive ⚠	\$110,645	85	↓	↑	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, learning curve for controls, unintuitive shifter.
✓	Audi A8 (V8)	\$91,275	82	↑	↑	91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls take getting used to, small trunk.

Ratings & Reference > Vehicle Ratings

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
	As Tested			Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		
CARS: ULTRA LUXURY <i>Continued</i>									
✓	Genesis G90 Premium (3.3T, AWD)	\$71,550	81	↓	↑	89	18	Powertrain, ride, interior room, quietness.	Unintuitive gear selector, low dash vents, brand prestige, too easy to turn off daytime running lights.
	Mercedes-Benz S550 (4MATIC) ⚠	\$114,475	68	↓	↑	96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard forward collision avoidance.	Reliability, complicated and distracting controls, price, unintuitive shifter.
	Jaguar XJL Portfolio	\$81,575	61	↓	↑	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility, unintuitive shifter.
SPORTS/SPORTY CARS Over \$40,000 <i>Equipped with manual transmission</i>									
✓	BMW M240i	\$50,400	92	↑	↑	98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
✓	Chevrolet Corvette Stingray 3LT	\$73,260	83	↓	↑	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Ride, noise, access, visibility, shifter.
✓	Porsche 911 Carrera S	\$110,630	82	↓	↑	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	Porsche 718 Boxster (base, AT)	\$69,790	82	↓	↑	95	26	Acceleration, handling, braking, fit and finish, quick top-operation, top works on the move.	Ride, noise, access, some controls, visibility with top closed.
✓	Audi TT 2.0T (AT)	\$50,600	81	↑	↑	84	26	Agility, braking, front seat comfort, fit and finish, fuel economy, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
✓	Chevrolet Camaro 2SS (V8)	\$47,020	76	↓	↑	85	20	Acceleration, handling, braking, styling.	Visibility, tight interior, low dash vents.
	Ford Mustang GT Premium (V8)	\$43,295	62	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	Dodge Challenger R/T Plus (V8)	\$40,860	53	↓	↑	70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
SPORTS/SPORTY CARS Under \$40,000 <i>Equipped with manual transmission</i>									
✓	Mazda MX-5 Miata Club	\$29,905	79	↑	↑	80	34	Agility, shifter, fuel economy, easy-to-operate manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓	Nissan 370Z Touring (coupe)	\$38,565	75	↓	↓	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
✓	Subaru BRZ Premium	\$27,117	73	↓	↓	79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
✓	Toyota 86	\$25,025	73	↓	↓	78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
	Volkswagen GTI Autobahn	\$31,730	71	↓	↑	82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility.	Reliability, gets pricey.
	Fiat 124 Spider Lusso	\$29,985	70	↓	↑	76	31	Agility, fuel economy, easy-to-operate manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
	Mini Cooper S	\$29,945	66	↓	↑	81	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cyl engine a bit gruff, premium fuel.
	Buick Cascada Premium	\$37,385	60	↑	↑	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Subaru WRX Premium	\$29,742	59	↓	↑	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Ford Mustang Premium (4-cyl., AT)	\$33,080	58	↓	↑	76	25	Handling, braking, fuel economy, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Fiat 500 Abarth	\$26,050	52	↓	↓	66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	Ford Fiesta ST	\$24,985	52	↓	↓	74	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun to drive.	Reliability, ride, snug optional Recaro seats.
	Ford Focus ST	\$28,270	51	↓	↓	74	26	Handling, fun to drive, acceleration, braking.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.

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Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		
WAGONS All-wheel drive									
✓	Subaru Outback 3.6R Limited	\$36,835	75	↓	↑	85	22	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature.
✓	Subaru Outback 2.5i Premium	\$28,852	73	↓	↑	82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature, acceleration, touchy throttle.
	Volvo V60 Cross Country	\$46,475	68	↓	↓	73	21	Transmission, braking, plush cabin, front-seat comfort, safety features.	Ride, rear visibility, tight rear seat and cargo area, headlights, no standard rear camera, value.
	Volkswagen Golf Alltrack SE	\$32,515	66	↓	↓	89	25	Handling, braking, visibility, fuel economy, controls, solid and substantial feel.	Reliability, need top-line SEL for desirable features, blind-spot monitoring not available.
MINIVANS									
✓	Toyota Sienna XLE (FWD)	\$38,424	82	↑	↑	79	21	Ride, interior space and flexibility, rear seat, fuel economy, reliability, standard forward collision avoidance.	Transmission smoothness, agility, too easy to turn off daytime running lights.
	Ford Transit Connect XLT (2.5L)	\$28,015	68	↓	↓	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	Kia Sedona EX	\$34,795	67	↓	↑	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Chrysler Pacifica Touring L	\$38,245	66	↓	↑	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy, lots of optional features.	Expensive to get advanced safety gear, coarse-sounding engine, Chrysler reliability.
	Dodge Grand Caravan GT	\$37,295	62	↓	↓	72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.
SUVs: SUBCOMPACTS									
✓	Honda HR-V LX	\$22,045	69	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	Mazda CX-3 Touring	\$25,800	64	↓	↓	64	28	Handling, fuel economy, upscale features.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	\$25,560	62	↑	↓	55	25	Fuel economy, easy to park, decent room within a small footprint, reliability.	Acceleration, ride, engine noise, rear visibility, front seats, touch-screen radio.
	Fiat 500X Easy	\$26,600	42	↓	↑	50	23	Maneuverability, upscale features.	Ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
	Jeep Renegade Latitude	\$27,525	42	↓	↓	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration, gets pricey.
SUVs: COMPACT									
✓	Subaru Forester 2.5i Premium	\$27,145	83	↑	↑	85	26	Fuel economy, visibility, braking, roomy interior, access, controls.	Noise, touchy throttle.
✓	Mazda CX-5 Touring	\$29,530	80	↑	↑	80	24	Ride, quietness, handling, standard low-speed auto emergency braking.	Low-mounted dash vents, complicated infotainment system.
✓	Toyota RAV4 XLE	\$29,014	79	↑	↓	75	24	Fuel economy, transmission, access, roominess, reliability, standard forward collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	Toyota RAV4 Hybrid XLE	\$29,753	78	↑	↓	74	31	Fuel economy, transmission, access, roominess, reliability, standard forward collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	Honda CR-V LX (2.4L)	\$26,245	77	↓	↑	83	27	Fuel economy, roomy interior, access.	None.
✓	Honda CR-V EX (1.5T)	\$28,235	77	↓	↑	82	28	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
✓	Kia Sportage LX (2.4L)	\$26,720	76	↑	↑	78	23	Handling, powertrain, room, easy controls.	So-so fuel economy, rear visibility.
✓	Hyundai Tucson Sport (1.6T)	\$28,670	75	↓	↑	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, expensive with options.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		
SUVs: COMPACT <i>Continued</i>									
✓	Nissan Rogue SV	\$29,920	73	⬆️	⬇️	74	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, standard forward-collision warning.	Engine noise, cloth front-seat lacks support, gets pricey.
✓	Hyundai Tucson SE (2.0L)	\$25,920	73	⬇️	⬆️	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, expensive with options.
✓	Chevrolet Equinox LT (1.5T)	\$33,730	73	⬇️	⬆️	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish, price.
✓	Ford Escape SE (1.5T)	\$29,630	71	⬇️	⬇️	75	23	Agility, quietness, solid feel, access, easy to use Sync 3 system.	Unsupportive cloth seats, flat and low rear seat, advanced safety features are not readily available.
	Mitsubishi Outlander SEL (4-cyl.)	\$28,405	60	⬇️	⬇️	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Jeep Cherokee Limited (V6)	\$37,525	55	⬇️	⬇️	71	21	Quietness, access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, confusing pricing structure.
	Jeep Compass Latitude	\$30,870	48	⬇️	⬇️	56	24	Controls, access.	Feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat.
	Jeep Cherokee Latitude (4-cyl.)	\$27,490	47	⬇️	⬇️	58	22	Access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
SUVs: MIDSIZED									
✓	Toyota Highlander Hybrid Limited	\$50,875	86	⬆️	⬆️	85	25	Fuel economy, powertrain, quietness, spacious interior, access, simple controls, standard advanced safety gear.	Captain's chairs are low, too easy to turn off daytime running lights.
✓	Toyota Highlander XLE (V6)	\$38,941	84	⬆️	⬆️	82	22	Fuel economy, spacious interior, access, simple controls, standard advanced safety gear.	Transmission smoothness, too easy to turn off daytime running lights.
✓	Kia Sorento EX (V6)	\$37,915	82	⬆️	⬆️	84	21	Ride, quietness, smooth V6, fuel economy, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	Hyundai Santa Fe SE (V6)	\$36,290	78	⬆️	⬇️	81	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, long warranty.	Tight third-row with difficult access.
✓	Hyundai Santa Fe Sport (4-cyl.)	\$28,370	75	⬆️	⬆️	73	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty, reliability.	Rear three-quarters visibility.
✓	Honda Pilot EX-L	\$39,585	75	⬇️	⬆️	80	20	Roomy interior, visibility, access, smooth powertrain, fuel economy, available safety gear.	Clumsy handling, infotainment system, blind-spot monitor only on Elite trim, unintuitive gear selector on high-end versions.
✓	Mazda CX-9 Touring	\$40,470	74	⬇️	⬆️	80	22	Ride, handling, quietness, fuel economy, high-end versions feel upscale	Cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
✓	Nissan Murano SL	\$42,065	74	⬇️	⬆️	77	21	Fuel economy, plush interior, access, easy infotainment system, reliability, standard forward collision avoidance.	Visibility, overly light steering, agility, towing capacity.
✓	Ford Edge SEL (2.0 EcoBoost)	\$39,755	73	⬇️	⬆️	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
	Toyota 4Runner SR5 (V6)	\$37,425	62	⬆️	⬆️	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	\$49,780	61	⬇️	⬆️	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect system.	Reliability.
	Ford Explorer XLT (V6)	\$39,275	59	⬇️	⬆️	67	18	Interior room and flexibility, usable third-row, cabin storage.	Reliability, agility, driving position, some controls, unrefined transmission.
	Jeep Grand Cherokee Limited (V6)	\$41,375	58	⬇️	⬆️	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.

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SUVs: MIDSIZED *Continued*

	Nissan Pathfinder SL	\$40,470	57			72	18	Roominess, controls, access, standard forward collision avoidance.	Reliability, handling, rear visibility, second-row thigh support.
	Dodge Journey GT (V6)	\$36,975	49			64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	Jeep Wrangler Unlimited Sahara	\$36,340	28			20	17	Powertrain, off-road capability.	Reliability, ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.

SUVs: LARGE

	Ford Flex SEL	\$42,155	74			73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
	Ford Expedition EL Limited	\$63,080	67			61	14	Huge interior, plenty of power, comfortable third-row seat, towing capacity, reliability.	Fuel economy, noise, clumsy handling, cheap cabin finish, lacks advanced safety gear, feels outdated.
	Toyota Sequoia Limited	\$54,005	65			60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	Nissan Armada Platinum	\$63,020	59			69	14	Smooth and powerful drivetrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy.
	Dodge Durango GT (V6)	\$43,525	58			83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row, towing capacity.	Reliability, rear visibility, maneuverability.
	Chevrolet Suburban LTZ	\$69,790	54			74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered, price.
	Chevrolet Tahoe LT	\$60,100	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon SLT	\$62,125	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon XL SLT	\$67,370	50			67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered, price.

SUVs: LUXURY ENTRY-LEVEL

	Audi Q3 Premium Plus	\$40,125	80			77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
	BMW X1 xDrive28i	\$44,745	72			74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	Buick Encore Leather	\$30,555	71			69	23	Ride, quietness, braking, maneuverability, fuel economy.	Acceleration, driving position, narrow cabin, rear visibility, value.
	Mini Cooper Countryman S	\$39,535	67			82	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, some controls, hard to find models equipped with optional electronic safety features.
	Mercedes-Benz GLA250	\$42,210	66			70	26	Acceleration, braking, fuel economy, fit and finish, standard forward collision avoidance.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
	Infiniti QX30 Premium	\$43,745	65			71	25	Fuel economy, fit and finish, handling, braking.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, some controls.

SUVs: LUXURY COMPACT

	Mercedes-Benz GLC 300 	\$49,105	79			81	22	Ride, agility, fuel economy, fit and finish, front seat comfort, reliability, standard forward collision avoidance.	Controls, engine noise.
	Lexus NX 200t	\$43,284	76			74	24	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Lexus NX 300h	\$51,224	74			71	29	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Porsche Macan S	\$63,290	74			85	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		
SUVs: LUXURY COMPACT <i>Continued</i>									
✓	Acura RDX	\$38,990	72	⬆️	⬇️	75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility.
✓	BMW X3 xDrive28i (2.0T)	\$44,595	72	⬇️	⬇️	82	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls take getting used to.
	Cadillac XT5 Luxury	\$51,025	67	⬇️	⬆️	76	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
	Buick Envision Premium	\$45,380	66	⬇️	⬆️	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, low dash vents, price.
	Jaguar F-Pace Prestige	\$53,895	56	⬇️	⬆️	72	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Lincoln MKC Reserve	\$46,485	54	⬇️	⬇️	72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Land Rover Discovery Sport HSE	\$49,895	43	⬇️	⬇️	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, price.
SUVs: LUXURY MIDSIZE									
✓	Audi Q7 Premium Plus	\$68,695	90	⬆️	⬆️	96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard forward collision avoidance, reliability.	Controls take getting used to, rear visibility, shifter.
✓	Lexus RX 450h	\$57,565	81	⬆️	⬆️	80	29	Quietness, ride, fuel economy, fit and finish, standard forward collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	Lexus RX 350	\$51,630	79	⬆️	⬆️	77	22	Quietness, ride, fuel economy, fit and finish, standard forward collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	GMC Acadia Denali	\$51,585	76	⬇️	⬆️	83	19	Quietness, ride, rear seat room, controls, easy to use infotainment system.	Fuel economy, missing some common features.
✓	Lexus GX 460	\$58,428	75	⬆️	⬆️	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Agility, tight third-row seat, side-hinged tailgate.
✓	Acura MDX Tech	\$51,410	73	⬇️	⬇️	79	21	Fuel economy, fit and finish, easy third-row access, rear seat, headlights, standard forward collision avoidance.	Controls, unintuitive gear selector, agility, rear visibility.
✓	Porsche Cayenne (V6)	\$63,805	72	⬇️	⬆️	78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, low-speed ride, pricey options.
✓	BMW X5 xDrive35i	\$70,050	72	⬇️	⬆️	84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls.
	Mercedes-Benz GLE350 (ML) ⚠️	\$56,960	68	⬇️	⬆️	75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard forward collision avoidance.	Some controls, backup camera only works with radio on.
	Lincoln MKX (2.7 EcoBoost)	\$54,945	66	⬇️	⬆️	87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Infiniti QX60 (3.5L)	\$51,920	65	⬇️	⬇️	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, rear visibility.
	Volvo XC90 T6 Momentum ⚠️	\$56,805	65	⬇️	⬆️	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard forward collision avoidance.	Reliability, stiff ride, unintuitive controls.
	Infiniti QX70	\$51,635	60	⬇️	⬇️	72	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area.
	Tesla Model X 90D ⚠️	\$110,700	58	⬇️	⬆️	77	92 Ⓜ️	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost.	Reliability, fussy doors, ride, wind noise, rear seat don't fold, rear visibility, controls.
	Land Rover Range Rover Sport HSE (3.0L)	\$74,040	55	⬇️	⬆️	74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard forward collision avoidance.	Stiff ride, poor snow traction, controls, fussy shifter.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As Tested		Predicted Reliability	Owner Satisfaction	Road-Test Score	Overall MPG		

SUVs: LUXURY LARGE

✓	Toyota Land Cruiser	\$84,820	74	↑	↑	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity, standard forward collision avoidance.	Fuel economy, agility, tight third-row seat, pricey.
	Lincoln Navigator Base	\$68,895	69	↓	↑	72	15	Ride, effortless power, spacious interior and third row, towing capacity.	Wind noise, interior fit and finish, agility.
	Land Rover Range Rover HSE (3.0L)	\$88,545	58	↓	↑	80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard forward collision avoidance.	Agility, controls.
	Infiniti QX80	\$63,395	57	↓	↓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	Cadillac Escalade Premium	\$87,360	44	↓	↑	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, unintuitive CUE infotainment system, tiny third-row seat.

COMPACT PICKUP TRUCKS

✓	Honda Ridgeline RTL	\$36,480	76	↓	↑	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	\$34,300	57	↓	↓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (V6)	\$35,835	57	↓	↓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Chevrolet Colorado LT (diesel)	\$39,295	56	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (diesel)	\$40,895	56	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Toyota Tacoma SR5 (V6)	\$34,364	41	↓	↓	46	19	Fuel economy, resale value, off-road capability.	Reliability, ride, handling, braking, noise, driving position, seat comfort.

FULL-SIZED PICKUP TRUCKS

✓	Toyota Tundra SR5 (5.7L V8)	\$38,715	67	↑	↑	63	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	Ford F-150 XLT (3.5 V6 EcoBoost)	\$46,755	65	↓	↑	80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Chevrolet Silverado 1500 LT (5.3L V8)	\$42,070	65	↓	↓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	\$43,200	65	↓	↓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	Ford F-150 XLT (2.7 V6 EcoBoost)	\$45,750	64	↓	↑	78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Nissan Titan SV (V8)	\$44,370	63	↓	↑	63	15	Acceleration, braking, roomy cabin, light tailgate.	Ride, fit and finish
	Ram 1500 Big Horn (V6, diesel)	\$49,155	54	↓	↑	82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Reliability, access, heavy tailgate, diesel gets expensive.
	Ram 1500 Big Horn (5.7L V8)	\$42,810	54	↓	↑	81	15	Powertrain, ride, quietness, cabin space, Uconnect system.	Reliability, access, heavy rear tailgate.
	Nissan Titan XD SV (diesel)	\$51,075	50	↓	↑	55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2017 and some 2018 models.

Each profile includes a review by Consumer Reports' auto experts; model overview information including base price, body styles, engines, transmissions, and key dimensions and measurements; reliability history; and a Report Card detailing an overall score and road test score, along with ratings for predicted reliability, owner satisfaction, and availability of crash-prevention features. Use these profiles, along with the vehicle ratings (see page 34) and our data charts (starting on page 180), to narrow your choices.

1. Recommended Vehicles

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Overall Score

The **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. We now deduct points from the Overall Score if a vehicle's transmission shifter is confusing, lacks fail-safes, or is difficult to operate. A range of scores indicates that we have tested several vehicles. If we have not tested a vehicle it will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's 2016 Annual Auto Survey, which garnered responses on about half a million vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 5).

Owner satisfaction also comes from CR's 2016 Annual Auto Survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our test findings, based on more than 50 tests. Some tests, such as those for acceleration,

braking, and fuel economy, are objective, instrumented tests. Subjective tests that evaluate seat comfort, ride quality, and ease of use of controls, are graded by our experts.

Crash prevention identifies whether a vehicle has frontal-crash prevention features, such as forward-collision warning and automatic emergency braking at city and/or highway speeds. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from  to  based on how many of these features are standard.

3. Model-Line Information

Base price is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated. Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations.

Drive wheels tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines and transmissions** shows the different choices of drivetrain components.

4. Facts and Figure

Exterior dimensions are the basic measurements for the vehicles. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight and % weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume**

for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types (regular, premium, or diesel) for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

5. Reliability History

These charts are based on more than half a million vehicles to our 2016 Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2016 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles. Redesigned or newly-introduced model years are in **bold**.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the **Used Car Verdict**. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2017 or early 2018 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car

SAMPLE PAGE FROM VEHICLE PROFILES

Recommended



Average Problem Rates

TROUBLE SPOTS	14	15	16
Engine Major	<1	<1	<1
Engine Minor	1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	1	<1	<1
Transmission Minor	1	1	<1
Drive System	1	1	<1
Fuel System	1	1	<1
Electrical	<1	<1	<1
Climate System	2	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	1
Noises/Leaks	2	2	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2
USED CAR VERDICTS			
NEW CAR PREDICTION			

Ratings Key



Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2017. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2016 or 2015, or if there were insufficient data for more years. We include a prediction for a model that is new or has been redesigned, based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots**. The chart above shows the average problem rates for the latest three model years in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a 1 are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a 5 are not necessarily

problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a 1 or a 2 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a 3 or a 4 respectively. In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

■ **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

■ **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

■ **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

■ **Transmission, major** Transmission rebuild or replacement, torque converter,

premature clutch replacement.

■ **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

■ **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

■ **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

■ **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

■ **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

■ **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

■ **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

■ **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

■ **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

■ **Noises/leaks** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.

■ **Body hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

■ **Power equipment and accessories** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

■ **In-car electronics** Audio systems, backup camera/sensors, entertainment systems, navigation system, communication system.

Acura ILX



Acura's entry-level compact sedan falls short of bargain-luxury-sedan standards. The sole powertrain is a 2.4-liter four-cylinder and an eight-speed automated manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty but ultimately secure. Road noise is incessant, and the transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive, and the car's low owner-satisfaction score is noteworthy. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.



Base Price: \$27,990–\$34,980

Body Styles: sedan

Trim Lines: Premium, Standard, Tech Plus

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (201 hp)

Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 182
 Width (in.) 71
 Height (in.) 56
 Wheelbase (in.) 105
 Weight (lb.) 3,095
 % weight front/rear 64/36

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 12.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 28

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Acura MDX



✓ This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive and its push-button shifter is very unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The powerful hybrid version uses a seven-speed automated manual that works well. The standard AcuraWatch system includes automatic emergency braking and lane-departure warning.



Base Price: \$43,950–\$58,400

Body Styles: 4-door SUV

Trim Lines: Advance, Base, Hybrid, Tech

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)

Transmissions: 9-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 77
 Height (in.) 67
 Wheelbase (in.) 111
 Weight (lb.) 4,200
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 1,175
 Cargo Volume, cu.ft. 34.0
 Towing Capacity (lb.) 5,000

Fuel

Premium
 CR overall mpg 21

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Acura RDX



✓ Derived from the previous-generation Honda CR-V, the RDX has a more premium feel. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite recent updates, the interior is rather forgettable for an upscale SUV, lacking certain luxury features usually found on competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The AcuraWatch safety package with forward-collision warning and automatic emergency braking is available on all trims.



Base Price: \$35,800-\$44,000

Body Styles: 4-door SUV

Trim Lines: Advance, Base, Tech

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (279 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	3,850
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	870
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,500

Fuel

Premium	
CR overall mpg	22

Overall Score	72
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬇	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬇
USED CAR VERDICTS	⬆	⬆	⬇
NEW CAR PREDICTION	Better than average ⬆		

Acura RLX



Acura's flagship falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested front-wheel-drive model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Advanced safety features such as a forward-collision warning, automatic emergency braking, and lane-departure warning are standard on the RLX.



Base Price: \$54,450-\$60,450

Body Styles: sedan

Trim Lines: Advance, Hybrid

Advance, Hybrid Tech, Tech

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)

Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,930
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lb.)	850
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	23

Overall Score	75
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	75
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬇	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬇	*	*
Body Hardware	⬆	*	*
Power Equipment	⬇	*	*
In-Car Electronics	⬇	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Better than average ⬆		

Acura TLX



The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it is paired with a nine-speed automatic that shifts roughly. We found the ride quite comfortable and handling to be responsive, although it is not sporty. The cabin is quiet, but the infotainment system is awkward to use and distracting, and rear-seat room is so-so. For 2018 the TLX gets an update, which includes making the AcuraWatch suite of safety equipment standard, adding luxury features to the interior, and tweaks to the suspension and steering.



Base Price: \$33,000–\$45,750

Body Styles: sedan

Trim Lines: 2.4L, A-Spec, SH-AWD, V6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)

Transmissions: 9-speed automatic; 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)190
Width (in.)74
Height (in.)57
Wheelbase (in.)109
Weight (lb.)3,480
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 25-27

Overall Score	59-62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-79
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS		
NEW CAR PREDICTION	Much worse than average	

Alfa Romeo 4C



Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than their commute. Though short on creature comforts, the Alfa's high points are style, agility, and sound. The 4C is powered by a 1.7-liter turbo four-cylinder that cranks out 237 hp and uses a dual-clutch, six-speed automated manual that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.



Base Price: \$55,900–\$65,900

Body Styles: convertible; coupe

Trim Lines: Base

Drive Wheels: Rear

Seating: 2 front

Engines: 1.7-liter 4 turbo (237 hp)

Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)157
Width (in.)74
Height (in.)47
Wheelbase (in.)94
Weight (lb.)2,465
% weight front/rear 41/59

Cargo Measurement

Max. Load (lb.) 340
Cargo Volume, cu.ft. 4.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg28

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Alfa Romeo Giulia



The new Giulia is Alfa's entry in the compact-luxury-sport-sedan segment. It corners and steers like a sports car, making it fun to drive. The 280-hp 2.0-liter turbo four is mated to an eight-speed automatic and provides punchy acceleration even in the all-wheel-drive version. Ride comfort is civilized even though it has a firm edge. Fuel economy at 27 mpg overall is one of the best in the class. The interior is attractive with matte wood and nicely textured surfaces but cheap switchgear detracts. The infotainment system is too convoluted and distracting. Seat comfort is compromised by a short cushion and limited range of adjustments. The trunk is small. The top-trim, \$72,000 high-performance Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6 and ups the ante in the sport quotient at the expense of comfort.



Base Price: \$37,995-\$72,000

Body Styles: sedan

Trim Lines: Base, Quadrifoglio, Ti

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp);
2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,695
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	27

Overall Score	52
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⬇️		

Alfa Romeo Stelvio



The first Alfa Romeo SUV, called Stelvio, is based on the company's new Giulia sedan. The Stelvio is positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan. The standard powertrain is a 280-hp, 2.0-liter four-cylinder turbo. The top Quadrifoglio model gets an all-aluminum 505-hp, 2.9-liter twin-turbo V6. Both engines are matched to an eight-speed automatic transmission. All-wheel drive is standard. Like the Giulia, the interior has a flat-bottomed steering wheel, complete with a start button. The infotainment system has a center controller interfacing with a screen for audio, phone, and navigation, but it is too convoluted and distracting.



Base Price: \$41,995-\$43,995

Body Styles: 4-door SUV

Trim Lines: Base, Quadrifoglio, Ti

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp);
2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	3,650
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NA

Fuel

Premium	
EPA combined mpg	24

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⬇️		

Audi A3



Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves logical. It's easy to hit \$40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.



Base Price: \$31,950-\$54,900
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, RS 3, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-spd seq; 7-spd seq

Facts & Figures

Exterior Dimensions

Length (in.).....175
 Width (in.).....70
 Height (in.).....56
 Wheelbase (in.).....104
 Weight (lb.).....3,135
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....1,100
 Cargo Volume, cu.ft.....13.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....27

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Audi A4



✓ The A4 is among our highest-ranking sports sedan, thanks in part to its satisfying driving experience. Power comes from a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy, and the transmission is slick. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and offers advanced safety features.



Base Price: \$36,000-\$55,800
Body Styles: sedan; wagon
Trim Lines: Premium, Premium Plus, Prestige, S4
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....186
 Width (in.).....73
 Height (in.).....56
 Wheelbase (in.).....111
 Weight (lb.).....3,630
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lb.).....1,060
 Cargo Volume, cu.ft.....13.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....27

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A5



The 2018 A5 and S5 coupe and convertible have been redesigned and go on sale this spring. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder matched to a seven-speed dual-clutch automatic. The S5 is powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. The Sportback, a four-door hatchback, will also be available. Standard safety equipment includes forward-collision warning with automatic braking. The outgoing A5/S5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm yet supple ride. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph.



Base Price: \$42,800–\$66,700

Body Styles: 4-door hatchback; convertible; coupe

Trim Lines: 3.0T, Premium, Premium Plus, Prestige, S5

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	73
Height (in.)	54
Wheelbase (in.)	109
Weight (lb.)	3,550
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	27

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Audi A6



✓ Audi's A6 has a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long-distance cruiser with a whisper quiet, roomy cabin. The 2.0-liter turbo four-cylinder works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical.



Base Price: \$49,700–\$74,400

Body Styles: sedan

Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	115
Weight (lb.)	4,075
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	22

Overall Score	84
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	90
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Audi A7



This stylish hatchback version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.



Base Price: \$69,700–\$130,700
Body Styles: 4-door hatchback
Trim Lines: Premium Plus, Prestige, RS 7, RS 7 Performance, S7
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (560 hp); 4.0-liter V8 turbo (605 hp)
Transmissions: 8-spd auto; 7-spd seq

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)75
 Height (in.)56
 Wheelbase (in.)115
 Weight (lb.)4,235
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)1,100
 Cargo Volume, cu.ft.25.0
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A8



✓ Audi's top-level sedan delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship. A redesign will be introduced later this year.



Base Price: \$82,500–\$115,900
Body Styles: sedan
Trim Lines: 3.0T, 4.0T, S8
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)207
 Width (in.)77
 Height (in.)58
 Wheelbase (in.)123
 Weight (lb.)4,420
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.)1,100
 Cargo Volume, cu.ft.13.0
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg21

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi Q3



✓ A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available. Reliability has been much better than average.



Base Price: \$32,900-\$37,900

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	103
Weight (lb.)	3,680
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	24.5
Towing Capacity (lb.)	2,200

Fuel

Premium	
CR overall mpg	22

Overall Score	80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS

Premium	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average	⬆️	⬆️

Audi Q5



The redesigned Q5 may not look so different, but it is more refined than the first-generation and includes updated technology and a host of active safety features. The new Q5 is also available with Audi's Virtual Cockpit, which lets you switch between a traditional gauge cluster and a larger color display that can focus on audio, phone, navigation, or travel information. Like the A4, the Q5 is powered by a 252-hp, 2.0-liter turbocharged four-cylinder engine that is coupled to a seven-speed dual-clutch automatic transmission that works well. The car is impressively quiet and rides comfortably, and handling is responsive. Available advanced safety features include forward-collision warning with automatic braking, blind-spot monitoring, rear-collision warning, and lane-keep assist.



Base Price: \$41,500-\$58,500

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige, SQ5

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter 6 turbo (354 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,140
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	4,400

Fuel

Premium	
EPA combined mpg	25

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS

Premium	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average	⬆️	⬆️

Audi Q7



✓ Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.



Base Price: \$49,900-\$65,400

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter V6 supercharged (333 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	118
Weight (lb.)	5,080
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,365
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	7,700

Fuel

Premium	
CR overall mpg	20

Overall Score	90
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	96
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆	⬆
Engine Minor	*	⬆	⬆
Engine Cooling	*	⬆	⬆
Transmission Major	*	⬆	⬆
Transmission Minor	*	⬆	⬆
Drive System	*	⬆	⬆
Fuel System	*	⬆	⬆
Electrical	*	⬆	⬆
Climate System	*	⬆	⬆
Suspension	*	⬆	⬆
Brakes	*	⬆	⬆
Exhaust	*	⬆	⬆
Paint/Trim	*	⬆	⬆
Noises/Leaks	*	⬆	⬆
Body Hardware	*	⬆	⬆
Power Equipment	*	⬆	⬆
In-Car Electronics	*	⬆	⬆

USED CAR VERDICTS	⬆	⬆
NEW CAR PREDICTION	Much better than average	⬆

Audi TT



✓ The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder, and the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.



Base Price: \$43,950-\$52,950

Body Styles: convertible; coupe

Trim Lines: 2.0T, TTS 2.0T

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (220 hp);

2.0-liter 4 turbo (292 hp)

Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	165
Width (in.)	72
Height (in.)	53
Wheelbase (in.)	99
Weight (lb.)	3,140
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	84
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average	⬆	⬆

BMW 2 Series



✓ This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named M240i, has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.



Base Price: \$34,800-\$53,500

Body Styles: convertible; coupe

Trim Lines: 230i, M2, M240i

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....175
Width (in.).....70
Height (in.).....56
Wheelbase (in.).....106
Weight (lb.).....3,450
% weight front/rear.....53/47

Cargo Measurement

Max. Load (lb.).....805
Cargo Volume, cu.ft.....14.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....25

Overall Score	92
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	98
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆	⬆
Engine Minor	*	⬆	⬆
Engine Cooling	*	⬆	⬆
Transmission Major	*	⬆	⬆
Transmission Minor	*	⬆	⬆
Drive System	*	⬆	⬆
Fuel System	*	⬆	⬆
Electrical	*	⬆	⬆
Climate System	*	⬆	⬆
Suspension	*	⬆	⬆
Brakes	*	⬆	⬆
Exhaust	*	⬆	⬆
Paint/Trim	*	⬆	⬆
Noises/Leaks	*	⬆	⬆
Body Hardware	*	⬆	⬆
Power Equipment	*	⬆	⬆
In-Car Electronics	*	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

BMW 3 Series



✓ The 3 Series has been freshened for 2017, receiving some suspension tweaks, updated interior touches, and a bit more horsepower for the turbo four-cylinder, which is now called the 330i. We got a frugal 26 mpg overall in the all-wheel-drive version we tested. Handling has been sharpened, giving back some of the agility the 3 Series had lost. While the firm ride is absorbent it can get choppy. The seats are super-comfortable, and the cabin is impeccably furnished. The 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it impressive range, but you'll have to contend with some diesel clatter. You can also opt for a wagon or a less powerful, but more affordable, 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.



Base Price: \$34,900-\$65,500

Body Styles: 4-door hatchback; sedan; wagon

Trim Lines: 320i, 328d, 330e, 330i, 340i, M3

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (180 hp, 248 hp); 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 hybrid (248 hp); 3.0-liter 6 turbo (320 hp, 425 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....183
Width (in.).....71
Height (in.).....56
Wheelbase (in.).....111
Weight (lb.).....3,690
% weight front/rear.....52/48

Cargo Measurement

Max. Load (lb.).....905
Cargo Volume, cu.ft.....17.0
Towing Capacity (lb.).....NR

Fuel

Premium or diesel
CR overall mpg.....26-35

Overall Score	76-77
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

BMW 4 Series



The 4 Series coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbo-charged, 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.



Base Price: \$43,300–\$76,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 420i, 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 72
 Height (in.) 54
 Wheelbase (in.) 111
 Weight (lb.) 3,470
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 790
 Cargo Volume, cu.ft. 16.0
 Towing Capacity (lb.) NR

Fuel

Premium
 EPA combined mpg 26

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW 5 Series



✓ BMW focused on reducing weight, adding technology, and reducing cabin noise in the redesigned 2017 5 Series. The result is remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super quiet, finely crafted inside, frugal with fuel, and more user friendly. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder had ample power and, paired with a smooth eight-speed automatic, delivered an impressive 26 mpg overall. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs just \$200 more than the 530i and can go a short distance on electric power alone. Optional active safety systems include forward-collision warning and lane-keeping assist.



Base Price: \$52,400–\$73,400
Body Styles: sedan
Trim Lines: 530e, 530e xDrive, 530i, 530i xDrive, 540i, 540i xDrive, M550i xDrive
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
 Width (in.) 74
 Height (in.) 58
 Wheelbase (in.) 117
 Weight (lb.) 3,950
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 19.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	94
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW 6 Series



Based on the outgoing 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. But the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.



Base Price: \$69,700–\$124,300
Body Styles: 4-door hatchback; convertible; coupe; sedan
Trim Lines: 640i, 650i, Alpina B6, Gran Turismo, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....193
Width (in.).....75
Height (in.).....54
Wheelbase (in.).....112
Weight (lb.).....4,355
% weight front/rear.....52/48

Cargo Measurement

Max. Load (lb.).....770
Cargo Volume, cu.ft.....13.0
Towing Capacity (lb.).....NR

Fuel

Premium
EPA combined mpg.....20

Overall Score	NA
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⚠		

BMW 7 Series



✓ Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



Base Price: \$81,800–\$156,700
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (326 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (600 hp); 6.6-liter V12 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....207
Width (in.).....75
Height (in.).....58
Wheelbase (in.).....126
Weight (lb.).....4,710
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....960
Cargo Volume, cu.ft.....18.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....21

Overall Score	85
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	99
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⚠		

BMW X1



✓ The X1 relies on a platform shared with the Mini Clubman and new Countryman. Initially offered only with all-wheel drive, for 2017 a less expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it feels almost like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting \$33,100, but a typically equipped X1 easily breaks the \$40,000 mark.



Base Price: \$33,900-\$35,900
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 175
 Width (in.) 72
 Height (in.) 63
 Wheelbase (in.) 105
 Weight (lb.) 3,725
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 27.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	72
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

BMW X3



✓ This is one of the best upscale SUVs, melding utility with luxury-car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side to side on uneven pavement. The 2.0-liter turbo four-cylinder returned a very good 23 mpg overall, and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats, and though the rear seat is roomy, cargo capacity is modest. Once mastered, the iDrive control system proves logical. Despite the X3's price, the must-have rearview camera is optional. A rear-drive version is also available, and a redesigned X3 goes on sale in November.



Base Price: \$40,050-\$48,950
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i, xDrive35i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 74
 Height (in.) 65
 Wheelbase (in.) 111
 Weight (lb.) 4,135
 % weight front/rear 49/51

Cargo Measurement

Max. Load (lb.) 905
 Cargo Volume, cu.ft. 33.0
 Towing Capacity (lb.) 3,000

Fuel

Premium
 CR overall mpg 23

Overall Score	72
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

BMW X4



Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.



Base Price: \$47,600-\$59,250

Body Styles: 4-door SUV

Trim Lines: M40i, xDrive28i

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp);
3.0-liter 6 turbo (355 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	64
Wheelbase (in.)	111
Weight (lb.)	4,130
% weight front/rear	49/51
Cargo Measurement	
Max. Load (lb.)	905
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,000

Fuel

Premium	
EPA combined mpg	23

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

BMW X5



✓ The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.



Base Price: \$56,950-\$100,700

Body Styles: 4-door SUV

Trim Lines: M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (308 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	116
Weight (lb.)	4,745
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lb.)	1,345
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	6,000

Fuel

Premium or diesel	
CR overall mpg	21

Overall Score	72
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	2	2	2
Engine Minor	2	2	2
Engine Cooling	2	2	2
Transmission Major	2	2	2
Transmission Minor	2	2	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	2	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	2	2	2

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

BMW X6



This coupelike sporty SUV is a derivative on the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



Base Price: \$62,700-\$104,100
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....192
Width (in.).....78
Height (in.).....67
Wheelbase (in.).....116
Weight (lb.).....4,750
% weight front/rear.....49/51

Cargo Measurement

Max. Load (lb.).....935
Cargo Volume, cu.ft.....NA
Towing Capacity (lb.).....NR

Fuel

Premium
EPA combined mpg.....20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW i3



BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.



Base Price: \$43,600-\$47,450
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp)
Transmissions: 1-speed direct

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.).....157
Width (in.).....70
Height (in.).....62
Wheelbase (in.).....101
Weight (lb.).....3,140
% weight front/rear.....45/55

Cargo Measurement

Max. Load (lb.).....650
Cargo Volume, cu.ft.....12.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....139

Buick Cascada



The front-wheel-drive Cascada is a well-thought-out, four-seat, soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff because of the standard 20-inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes 17 seconds to open and can be operated when the car is traveling at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium trim brings advanced safety equipment including forward-collision warning and lane-departure warning.



Base Price: \$33,065–\$37,065

Body Styles: convertible

Trim Lines: Base, Premium, Sport

Touring

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.6-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,980
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	740
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	22

Overall Score	60
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	53
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ⬆️		

Buick Enclave



The large, three-row Buick Enclave is being treated to its first redesign in about a decade. The 2018 model arrives this fall, promising improved fuel economy, increased interior space, and a technology smorgasbord. Power comes from a 3.6-liter V6—up 14 hp to 302—teamed with a nine-speed automatic. Combined with a start/stop system, fuel efficiency should be better than the 15 mpg we recorded with the outgoing model. Towing capacity is a claimed 5,000 pounds. Buick says significant attention has been paid to interior noise, with the top-trim Avenir having an even quieter cabin. The third-row seat can actually accommodate adults. Automatic emergency braking and forward-collision warning are available, though not on all of the trim levels. Full-speed AEB is available only on the Avenir.



Base Price: \$39,995–\$53,415

Body Styles: 4-door SUV

Trim Lines: Avenir, Base, Essence,

Premium

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 3 third

Engines: 3.6-liter V6 (302 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	121
Weight (lb.)	4,360
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	5,000

Fuel

Regular	
EPA combined mpg	19

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Buick Encore



✓ Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than certain bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. A more powerful Sport Touring version is also available. Reliability has been above average.



Base Price: \$22,990-\$31,965

Body Styles: 4-door SUV

Trim Lines: Base, Essence, Preferred, Preferred II, Premium, Sport Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 168
Width (in.) 70
Height (in.) 65
Wheelbase (in.) 101
Weight (lb.) 3,355
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 945
Cargo Volume, cu.ft. 26.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 23

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Buick Envision



Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available for the 2017 model year.



Base Price: \$34,065-\$44,960

Body Styles: 4-door SUV

Trim Lines: Base, Essence, Preferred, Premium, Premium II

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 184
Width (in.) 72
Height (in.) 67
Wheelbase (in.) 108
Weight (lb.) 4,050
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500

Fuel

Regular or premium
CR overall mpg 21

Overall Score	66
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Buick LaCrosse



✓ Buick's flagship sedan delivers what you'd expect. The new LaCrosse rides comfortably and features a well-trimmed and quiet cabin with a spacious rear seat. Paired with an eight-speed automatic, the smooth 3.6-liter V6 supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few offerings in the large-sedan class that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use, including the IntelliLink touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced electronic safety features are available only on high-end trims.



Base Price: \$30,490–\$43,265

Body Styles: sedan

Trim Lines: Base, Essence, Preferred, Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.6-liter V6 (310 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)198
Width (in.)73
Height (in.)58
Wheelbase (in.)114
Weight (lb.)3,665
% weight front/rear59/41

Cargo Measurement

Max. Load (lb.)915
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)1,000

Fuel

Regular
CR overall mpg24

Overall Score	78
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Buick Regal



The redesigned Buick Regal takes on a striking profile adopting coupe-like styling and a convenient hatchback in the Sportback, while the TourX is a wagon. With the wheelbase extended more than 3 inches, the proportions provide more passenger and cargo space. The new Regal comes in front- and all-wheel drive configurations, and uses a 2.0-liter turbocharged four-cylinder engine. GM says it will weigh in at about 200 pounds less than the previous-generation sedan. A 7-inch infotainment system is standard, while an 8-inch will be offered. Both get Android Auto and Apple CarPlay. Most advanced safety features are optional, with the notable exception of a pedestrian-protecting active hood. The new Regal goes on sale late 2017.



Base Price: \$26,000–\$40,000E

Body Styles: 4-door hatchback

Trim Lines: Base, Essence, Preferred, Preferred II

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp)

Transmissions: 8-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)193
Width (in.)73
Height (in.)57
Wheelbase (in.)111
Weight (lb.)3,820
% weight front/rearNA

Cargo Measurement

Max. Load (lb.)NA
Cargo Volume, cu.ft.32.0
Towing Capacity (lb.)NR

Fuel

Regular
EPA combined mpgNA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Cadillac ATS



Offered in rear- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp twin-turbo V6, and a two-door coupe is also available. Reliability has remained well below average.



Base Price: \$34,595–\$60,695

Body Styles: coupe; sedan

Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 183
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 109
Weight (lb.) 3,420
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 870
Cargo Volume, cu.ft. 10.0
Towing Capacity (lb.) NR

Fuel

Regular or premium
CR overall mpg 23

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Cadillac CT6



✓ Cadillac's new flagship fits above the CTS and is priced to compete with the luxury-mid-sized crowd. This large sedan possesses some athletic chops and feels lively to drive. The firm ride is steady, controlled, and compliant, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is plush and roomy, but cabin storage is scant. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite improvements, the updated Cue infotainment system is still unintuitive. A plug-in hybrid version with an estimated 30 miles of EV range is also available.



Base Price: \$54,095–\$88,295

Body Styles: sedan

Trim Lines: Base, Luxury, Platinum, Plug-In Hybrid, Premium Luxury

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (265 hp); 2.0-liter 4 hybrid (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 204
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 122
Weight (lb.) 4,040
% weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 910
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 22

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Cadillac CTS



The CTS is a midsize luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any \$100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.



Base Price: \$45,560–\$70,430

Body Styles: sedan

Trim Lines: Base, Luxury, Premium

Luxury, V, Vsport, V Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 196
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 115
Weight (lb.) 3,915
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 890
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 22

Overall Score	71
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬇️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬇️	⬆️	*
Brakes	⬆️	⬇️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬇️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬇️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬆️	*
USED CAR VERDICTS	⬇️	⬇️	
NEW CAR PREDICTION	Average ⬇️		

Cadillac Escalade



The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



Base Price: \$73,395–\$97,795

Body Styles: 4-door SUV; extended SUV

Trim Lines: Luxury, Platinum, Premium Luxury, Standard

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 6.2-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,820
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 1,310
Cargo Volume, cu.ft. 48.0
Towing Capacity (lb.) 8,100

Fuel

Regular
CR overall mpg 16

Overall Score	44
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬇️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬇️	⬆️
Transmission Minor	*	⬇️	⬆️
Drive System	*	⬇️	⬇️
Fuel System	*	⬆️	⬆️
Electrical	*	⬇️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬇️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬇️	⬆️
Noises/Leaks	*	⬇️	⬆️
Body Hardware	*	⬇️	⬆️
Power Equipment	*	⬇️	⬇️
In-Car Electronics	*	⬇️	⬇️
USED CAR VERDICTS	⬇️	⬇️	⬇️
NEW CAR PREDICTION	Much worse than average ⬇️		

Cadillac XT5



The XT5 is Cadillac's new luxury crossover and replaces the heavy and dated SRX. It's powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.



Base Price: \$39,395–\$62,895

Body Styles: 4-door SUV

Trim Lines: Base, Luxury, Platinum, Premium Luxury

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (310 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....190
Width (in.).....75
Height (in.).....66
Wheelbase (in.).....113
Weight (lb.).....4,300
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....1,620
Cargo Volume, cu.ft.....33.0
Towing Capacity (lb.).....3,500

Fuel

Regular
CR overall mpg.....20

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Cadillac XTS



✓ This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 powertrain lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has improved to above average.



Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Base Price: \$45,595–\$72,695

Body Styles: sedan

Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....202
Width (in.).....73
Height (in.).....59
Wheelbase (in.).....112
Weight (lb.).....4,090
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....925
Cargo Volume, cu.ft.....18.0
Towing Capacity (lb.).....1,000

Fuel

Regular or premium
CR overall mpg.....22

Reliability History

Trouble Spots	14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Chevrolet Bolt



✓ The Bolt has an EPA-rated range of 238 miles, which is impressive for an electric vehicle. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge can take 9 hours on a 240-volt connector but with a 250 mile range according to our measurement, you rarely have to do it. The battery gains about 25 mile of range per hour of charging. The Bolt is very quiet but the ride can get choppy. Controls take some getting used to including the unintuitive shifter. The driver's seat is short on lower back support and interior quality is on the cheap side. Pricing ranges from \$36,620 to \$43,155 before federal tax incentives of \$7,500.



Base Price: \$36,620-\$40,905
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (200 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)164
 Width (in.)70
 Height (in.)63
 Wheelbase (in.)102
 Weight (lb.)3,545
 % weight front/rear56/44
Cargo Measurement
 Max. Load (lb.)875
 Cargo Volume, cu.ft.17.0
 Towing Capacity (lb.)NR

Fuel

Electric
 CR overall mpg119

Overall Score	70
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		⚠

Chevrolet Camaro



✓ The current Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder, and the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The easy-to-use MyLink infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility is atrocious, and rear-seat room is extremely tight. A performance ZL1 version arrives as a 2017 model with a 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.



Base Price: \$25,905-\$67,140
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)188
 Width (in.)75
 Height (in.)53
 Wheelbase (in.)111
 Weight (lb.)3,730
 % weight front/rear54/46
Cargo Measurement
 Max. Load (lb.)725
 Cargo Volume, cu.ft.11.0
 Towing Capacity (lb.)NR

Fuel

Regular or premium
 CR overall mpg20

Overall Score	76
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	85
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⚠	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⚠	⚠	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⚠	⚠	*
In-Car Electronics	⚠	⬆	*
USED CAR VERDICTS	⚠	⚠	
NEW CAR PREDICTION	Average		⚠



Chevrolet Colorado



GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. We tested the V6, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. In addition, a backup camera is standard. New for 2017 are an eight-speed automatic transmission and an updated, more responsive V6. Reliability has been below average.



Base Price: \$20,055-\$35,930

Body Styles: crew cab; extended cab

Trim Lines: Base, LT, WT, Z71, ZR2

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 2.8-liter

4 turbo (181 hp); 3.6-liter V6 (308 hp)

Transmissions: 6-speed automatic;

8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	213
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel	
CR overall mpg	18-24

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chevrolet Corvette



✓ The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to access; the vague manual shifter; and the omnipresent tire noise. Reliability has improved to average.



Base Price: \$55,450-\$83,450

Body Styles: 2-door hatchback; convertible

Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06

Drive Wheels: Rear

Seating: 2 front

Engines: 6.2-liter V8 (455 hp); 6.2-liter

V8 (460 hp); 6.2-liter V8 super-

charged (650 hp)

Transmissions: 8-speed automatic; 7-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	177
Width (in.)	74
Height (in.)	49
Wheelbase (in.)	107
Weight (lb.)	3,470
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	525
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	20

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	92
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Chevrolet Cruze



✓ The redesigned Cruze possesses big-car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter four-cylinder turbo mated to a six-speed automatic transmission. A smooth start-stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. A new infotainment system featuring Android Auto and Apple CarPlay mirrors some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version. First-year reliability of the redesign has been well above average. A hatchback version and a 1.6-liter turbodiesel are new for 2017.



Base Price: \$16,975–\$23,945
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (153 hp); 1.6-liter 4 turbodiesel (137 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 184
 Width (in.) 71
 Height (in.) 57
 Wheelbase (in.) 106
 Weight (lb.) 2,915
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 870
 Cargo Volume, cu.ft. 15.0
 Towing Capacity (lb.) 1,000

Fuel

Regular or diesel
 CR overall mpg 30

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	77
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		

Chevrolet Equinox



✓ The new Equinox has tidier dimensions, bringing it in line with the small-SUV segment, but it's still roomy, and packs the latest infotainment and safety technology. Power comes from a 1.5-liter turbo four-cylinder in most versions, but this engine doesn't make the Equinox particularly swift. The uplevel engine is a 252-hp, 2.0-liter turbo four-cylinder mated to a nine-speed automatic, and a diesel engine is also available. Ride and handling are quite accomplished. The cabin is quiet and the controls are straightforward and easy to use, including the MyLink infotainment system. It's too bad that the interior is a bit drab. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic alert are available.



Base Price: \$23,580–\$36,400
Body Styles: 4-door SUV
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (136 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 73
 Height (in.) 65
 Wheelbase (in.) 107
 Weight (lb.) 3,540
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 995
 Cargo Volume, cu.ft. 32.0
 Towing Capacity (lb.) 3,500

Fuel

Regular or diesel
 CR overall mpg 25

Overall Score	73
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		



Chevrolet Impala



✓ Our top scoring large sedan, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and features a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



Base Price: \$27,300-\$40,915

Body Styles: sedan

Trim Lines: LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	3,855
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	945
Cargo Volume, cu.ft.	19.0
Towing Capacity (lb.)	1,000

Fuel

Regular	
CR overall mpg	22

Overall Score	84
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	!	^	^
In-Car Electronics	!	^	^
USED CAR VERDICTS	!	!	^
NEW CAR PREDICTION	Average		

Chevrolet Malibu



✓ Swoopy styling and modern powertrains are highlights of Chevrolet's redesigned Malibu. The new car is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



Base Price: \$21,680-\$30,975

Body Styles: sedan

Trim Lines: Hybrid, L, LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)

Transmissions: 6-speed automatic; 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,125
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lb.)	900
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	1,000

Fuel

Regular	
CR overall mpg	29-41

Overall Score	75-76
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	79-80
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	^	^
USED CAR VERDICTS	^	^	!
NEW CAR PREDICTION	Average		

Chevrolet Silverado 1500



The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay. Reliability has remained below average.



Base Price: \$27,585-\$54,925

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Custom, High Country, LS, LT, LTZ, WT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

Fuel

Regular	
CR overall mpg	16

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Chevrolet Sonic



✓ The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit twitchy because of the overly quick steering. The sedan has a large trunk; the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard 7-inch touch screen is backed by Android Auto and Apple CarPlay. A rear camera is standard and on the safety front, optional forward-collision warning and lane-departure warning are welcome additions.



Base Price: \$15,145-\$21,215

Body Styles: 4-door hatchback; sedan

Trim Lines: LS, LT, Premier, RS

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	68
Height (in.)	60
Wheelbase (in.)	99
Weight (lb.)	2,765
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	895
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		



Chevrolet Spark



With a slightly longer wheelbase and lower roof, the redesigned Spark looks less goofy than the original version. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive, but the overly sensitive steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is best suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision warning and lane-departure warning.



Base Price: \$13,000–\$17,425
Body Styles: 4-door hatchback
Trim Lines: 1LT, 2LT, ACTIV, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 143
Width (in.)63
Height (in.)58
Wheelbase (in.)94
Weight (lb.) 2,280
% weight front/rear64/36

Cargo Measurement

Max. Load (lb.) 660
Cargo Volume, cu.ft. 11.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 33

Overall Score	50
Predicted Reliability	
Owner Satisfaction	
Road Test Score	47
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	
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Chevrolet Suburban



If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay. Reliability has been well below average.



Base Price: \$49,915–\$85,235
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
Width (in.)81
Height (in.)74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000

Fuel

Regular
CR overall mpg 16

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Chevrolet Tahoe



The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 and six-speed automatic combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on LTZ trims improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. Reliability has been well below average.



Base Price: \$47,215–\$65,030
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 81
 Height (in.) 74
 Wheelbase (in.) 116
 Weight (lb.) 5,635
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,580
 Cargo Volume, cu.ft. 47.5
 Towing Capacity (lb.) 8,300

Fuel

Regular
 CR overall mpg 16

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average		

Chevrolet Traverse



After almost a decade, the three-row Traverse has been redesigned for 2018. It's based on the same platform as the new GMC Acadia but is longer and even roomier. The new Acadia we tested impressed us with its quiet interior; steady, composed ride; and responsive handling. Those traits largely carry over to the Traverse, but the Chevy feels larger and more cumbersome to park and maneuver. The 3.6-liter V6 supplies ample power. The infotainment system is comprehensive and intuitive. Like the Acadia, the new Traverse has a rear-seat reminder to ensure that no infants are left behind. Maximum seating capacity is eight, but most versions will be seven-passenger configurations with second-row captain's chairs, which provide a decent center aisle to access the relatively spacious third-row seat.



Base Price: \$29,930–\$52,050
Body Styles: 4-door SUV
Trim Lines: High Country, L, LS, LT, Premier, RS
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.0-liter 4 turbo (255 hp); 3.6-liter V6 (305 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 79
 Height (in.) 71
 Wheelbase (in.) 121
 Weight (lb.) 4,360
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 1,420
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 5,000

Fuel

Regular
 EPA combined mpg 22

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		



Chevrolet Trax



This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000, our Trax LT AWD test car cost as much as larger, more substantial SUVs such as the Subaru Forester.



Base Price: \$21,000-\$27,600
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 167
 Width (in.) 70
 Height (in.) 66
 Wheelbase (in.) 101
 Weight (lb.) 3,255
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 945
 Cargo Volume, cu.ft. 26.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 25

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much better than average

Chevrolet Volt



GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility is still limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features. First-year reliability of the redesign has been well below average.



Base Price: \$33,220-\$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 electric (149 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 180
 Width (in.) 71
 Height (in.) 56
 Wheelbase (in.) 106
 Weight (lb.) 3,520
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 750
 Cargo Volume, cu.ft. 11.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 105

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average

Chrysler 300



✓ Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has improved to average.



Base Price: \$32,340-\$45,270

Body Styles: sedan

Trim Lines: C, C Platinum, Limited, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....199
Width (in.).....75
Height (in.).....58
Wheelbase (in.).....120
Weight (lb.).....4,095
% weight front/rear.....52/48

Cargo Measurement

Max. Load (lb.).....865
Cargo Volume, cu.ft.....16.0
Towing Capacity (lb.).....1,000

Fuel

Regular
CR overall mpg.....20-22

Overall Score	71
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬆️	*
In-Car Electronics	⬇️	⬆️	*
USED CAR VERDICTS	⬇️	⬆️	
NEW CAR PREDICTION	Average ⬆️		

Chrysler Pacifica



The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.



Base Price: \$28,595-\$42,495

Body Styles: minivan

Trim Lines: Hybrid Platinum, Hybrid Premium, Limited, LX, Touring, Touring L, Touring L Plus, Touring Plus

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)

Transmissions: 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....204
Width (in.).....80
Height (in.).....70
Wheelbase (in.).....122
Weight (lb.).....4,535
% weight front/rear.....56/44

Cargo Measurement

Max. Load (lb.).....1,300
Cargo Volume, cu.ft.....66.0
Towing Capacity (lb.).....3,600

Fuel

Regular
CR overall mpg.....21

Overall Score	66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇️		

Dodge Challenger



The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy, but access is awkward. Performance packages include a 485-hp, 6.4-liter V8 and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-traffic alert, and forward-collision warning. Reliability has been below average. New for 2017 is an all-wheel-drive GT version with a V6 engine.



Base Price: \$26,995-\$62,495

Body Styles: coupe

Trim Lines: GT, R/T, R/T Plus, SRT, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)198
Width (in.)76
Height (in.)57
Wheelbase (in.)116
Weight (lb.)4,190
% weight front/rear54/46

Cargo Measurement

Max. Load (lb.)865
Cargo Volume, cu.ft.16.0
Towing Capacity (lb.)1,000

Fuel

Regular or premium
CR overall mpg20

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Dodge Charger



Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional. Reliability has remained well below average.



Base Price: \$27,995-\$65,945

Body Styles: sedan

Trim Lines: R/T, SE, SRT, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (292 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)198
Width (in.)75
Height (in.)58
Wheelbase (in.)120
Weight (lb.)4,335
% weight front/rear54/46

Cargo Measurement

Max. Load (lb.)865
Cargo Volume, cu.ft.16.0
Towing Capacity (lb.)1,000

Fuel

Regular or premium
CR overall mpg20-22

Overall Score	60-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Dodge Durango



Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside, but a rearview camera is standard on all but the lowest trim lines. Reliability has dropped to below average.



Base Price: \$29,995-\$44,695

Body Styles: 4-door SUV

Trim Lines: Citadel, GT, R/T, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 200
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 120
Weight (lb.) 5,105
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 44.0
Towing Capacity (lb.) 6,200

Fuel

Regular
CR overall mpg 18

Overall Score	58
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬇	⬇	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬇	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬇	⬇	*
In-Car Electronics	⬇	⬇	*
USED CAR VERDICTS	⬇	⬇	
NEW CAR PREDICTION	Worse than average ⬇		

Dodge Journey



On paper, the midsize Journey SUV may sound compelling, but in our tests, we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from below-average reliability and poor performance in the IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot.



Base Price: \$21,145-\$33,845

Body Styles: 4-door SUV

Trim Lines: Crossroad, Crossroad

Plus, GT, SE, SXT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)

Transmissions: 4-speed automatic; 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,410
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,165
Cargo Volume, cu.ft. 37.0
Towing Capacity (lb.) 2,500

Fuel

Regular
CR overall mpg 16

Overall Score	49
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	64
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬇	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬇	⬇	*
Brakes	⬇	⬇	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬇	⬇	*
USED CAR VERDICTS	⬇	⬇	
NEW CAR PREDICTION	Worse than average ⬇		

Fiat 124



The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jittery and the cabin is very noisy with the top up. It takes some time to get used to the controls, which are straight from Mazda. The sportier Abarth version features tighter handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.



Base Price: \$24,995-\$28,195
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....160
 Width (in.).....69
 Height (in.).....49
 Wheelbase (in.).....91
 Weight (lb.).....2,450
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....340
 Cargo Volume, cu.ft.....5.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR combined mpg.....31

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Fiat 500



The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, and the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.



Base Price: \$14,995-\$31,800
Body Styles: 2-door hatchback; convertible
Trim Lines: Abarth, e, Lounge, Pop
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (111 hp); 1.4-liter 4 (101 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....140
 Width (in.).....64
 Height (in.).....60
 Wheelbase (in.).....91
 Weight (lb.).....2,415
 % weight front/rear.....62/38

Cargo Measurement

Max. Load (lb.).....750
 Cargo Volume, cu.ft.....10.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium or electric
 CR combined mpg.....28-34

Overall Score	40-52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	52-66
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Fiat 500L



This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an odd driving position. No surprise, owner satisfaction is low—meaning a strong percentage of owners wish they hadn’t bought this hatchback. The 500L also has one of the worst reliability records among all new cars in our recent survey. If that still isn’t enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and has a roomy cabin. But it would take more than those virtues for this to earn a place on a smart shopper’s list.



Base Price: \$20,995–\$23,695
Body Styles: 4-door hatchback
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....70
 Height (in.).....66
 Wheelbase (in.).....103
 Weight (lb.).....3,330
 % weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....860
 Cargo Volume, cu.ft.....22.5
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR combined mpg.....27

Overall Score	35
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	50
Crash Prevention	NA

Reliability History				
Trouble Spots		14	15	16
Engine Major				
Engine Minor				
Engine Cooling				
Transmission Major				
Transmission Minor				
Drive System				
Fuel System				
Electrical				
Climate System				
Suspension				
Brakes				
Exhaust				
Paint/Trim				
Noises/Leaks				
Body Hardware				
Power Equipment				
In-Car Electronics				
USED CAR VERDICTS				
NEW CAR PREDICTION	Much worse than average			

Fiat 500X



With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair and a number of available features, such as automatic emergency braking, blind-spot monitoring, and heated seats.



Base Price: \$19,995–\$27,035
Body Styles: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....71
 Height (in.).....64
 Wheelbase (in.).....101
 Weight (lb.).....3,280
 % weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....1,080
 Cargo Volume, cu.ft.....19.5
 Towing Capacity (lb.).....NR

Fuel

Regular
 CR combined mpg.....23

Overall Score	42
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	50
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		
			

Ford C-MAX



Based on the compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has been average.



Base Price: \$24,175-\$30,120
Body Styles: wagon
Trim Lines: Energi, Hybrid SE, Hybrid SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 electric (188 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	72
Height (in.)	64
Wheelbase (in.)	104
Weight (lb.)	3,615
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lb.)	825
Cargo Volume, cu.ft.	28.0
Towing Capacity (lb.)	NR
Fuel	
Regular	
CR combined mpg	37-47

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			

Ford Edge



The current Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot monitoring, rear cross-traffic alert, and front and rear cameras.



Base Price: \$28,950-\$40,900
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	112
Weight (lb.)	4,205
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lb.)	935
Cargo Volume, cu.ft.	39.0
Towing Capacity (lb.)	3,500
Fuel	
Regular	
CR combined mpg	21

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			

Ford Escape



✓ For 2017 the Ford Escape received a few updates, including new 1.5- and 2.0-liter turbocharged engines with a start/stop system. Unfortunately, fuel economy isn't great with the 1.5-liter, at just 23 mpg overall, and when the engine shuts off at idle the A/C weakens. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward-collision warning are optional. Reliability has improved to average.



Base Price: \$23,600-\$30,850

Body Styles: 4-door SUV

Trim Lines: S, SE, SES, Titanium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	178
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	3,695
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	2,000

Fuel

Regular	
CR combined mpg	23

Overall Score	71
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Ford Expedition



✓ This imposing SUV's 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating that includes legitimate third-row seating for adults. And that's where the good news ends. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. Thankfully, however, Sync 3 replaced the much-maligned MyFord Touch infotainment system. Reliability is much above average. A redesign arrives in the fall.



Base Price: \$41,700-\$68,996

Body Styles: 4-door SUV; extended SUV

Trim Lines: King Ranch, King Ranch EL, Limited, Limited EL, Platinum, XLT, XLT EL

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 turbo (365 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	221
Width (in.)	79
Height (in.)	79
Wheelbase (in.)	131
Weight (lb.)	6,265
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,440
Cargo Volume, cu.ft.	71.0
Towing Capacity (lb.)	9,100

Fuel

Regular	
CR combined mpg	14

Overall Score	67
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	61
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Ford Explorer



Though it is roomy and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. Ford's three-row SUV offers a slew of optional safety systems, as well as a more fuel-efficient 2.3-liter turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.



Base Price: \$31,660–\$53,235

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Platinum, Sport, XLT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 198
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 113
Weight (lb.) 4,780
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 1,280
Cargo Volume, cu.ft. 42.0
Towing Capacity (lb.) 5,000

Fuel

Regular
CR combined mpg 18

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford F-150



The Ford F-150 continues its ongoing evolution, with a styling update, new 3.0-liter diesel engine, and more advanced safety features for 2018. A hybrid variant is on the horizon. The F-150 gains a new base 282-hp, 3.3-liter direct-injection V6. The updated 2.7-liter V6 and the 3.5-liter EcoBoost V6 will be teamed with a 10-speed automatic transmission. The naturally aspirated 5.0-liter V8 is updated, as well, with more horsepower and torque. Automatic start/stop is standard across the range. The F-150 gains pre-collision assist with pedestrian detection, adaptive cruise control with stop-and-go function, 4G LTE WiFi, and an uplevel B&O Play audio system.



Base Price: \$27,380–\$63,945

Body Styles: crew cab; extended cab; regular cab

Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 2.7-liter V6 turbo (325 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (450 hp); 5.0-liter V8 (395 hp)

Transmissions: 6- & 7-speed auto

Facts & Figures

Exterior Dimensions

Length (in.) 232
Width (in.) 80
Height (in.) 77
Wheelbase (in.) 145
Weight (lb.) 5,025
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,925
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 10,700

Fuel

Regular
CR combined mpg 16-17

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford Fiesta



This subcompact has agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices are a 1.0-liter three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.



Base Price: \$13,660-\$21,140
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....174
 Width (in.)......68
 Height (in.)......58
 Wheelbase (in.)......98
 Weight (lb.).....2,665
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....825
 Cargo Volume, cu.ft.....13.0
 Towing Capacity (lb.).....NR

Fuel

Regular
 CR combined mpg.....29-35

Overall Score	46-52
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	64-74
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬇️	⬆️	⬇️
NEW CAR PREDICTION	Much worse than average		

Ford Flex



✓ The boxy Flex combines SUV-like versatility with almost car-like driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.



Base Price: \$30,025-\$43,030
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....202
 Width (in.).....80
 Height (in.)......68
 Wheelbase (in.).....118
 Weight (lb.).....4,820
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....1,160
 Cargo Volume, cu.ft.....47.5
 Towing Capacity (lb.).....4,500

Fuel

Regular
 CR combined mpg.....18

Overall Score	74
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average		

Ford Focus



Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. A rearview camera is now standard. Ford has replaced the problematic MyFord Touch infotainment system with the superior Sync 3 system. The sporty ST version is quick and fun, and sounds thrilling, and the new high-performance AWD RS comes with a 350-hp, turbo four-cylinder.



Overall Score	45-52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62-76
Crash Prevention	NA

Base Price: \$16,775-\$36,120
Body Styles: 4-door hatchback; sedan
Trim Lines: Electric, RS, S, SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp, 252 hp); 2.3-liter 4 turbo (350 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.).....179
 Width (in.).....72
 Height (in.).....58
 Wheelbase (in.).....104
 Weight (lb.).....2,990
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....825
 Cargo Volume, cu.ft.....13.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium or electric
 CR combined mpg.....26-107

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Ford Fusion



✓ The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than \$40,000. The Hybrid and Energi plug-in hybrid receive more-efficient electric motors for 2017. A new rotary shift dial and Ford's new and improved Sync 3 infotainment system highlight the updates to the interior.



Overall Score	76-78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-83
Crash Prevention	Opt.

Base Price: \$22,610-\$41,120
Body Styles: sedan
Trim Lines: Platinum, S, SE, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (175 hp); 2.7-liter V6 turbo (325 hp)
Trans: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....192
 Width (in.).....73
 Height (in.).....58
 Wheelbase (in.).....112
 Weight (lb.).....3,505
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....850
 Cargo Volume, cu.ft.....16.0
 Towing Capacity (lb.).....1,000

Fuel

Regular
 CR combined mpg.....22-39

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Ford Mustang



The Mustang is stylish and enjoyable to drive, thanks to its agility and planted ride control. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8, which best suits the car. We found the slick six-speed manual to be particularly satisfying, and the automatic works well. The front seats are comfortable, but the rear is very cramped. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Safety gear includes blind-spot warning and rear cross-traffic alert. Ford has replaced the old infotainment system with the better Sync 3 system, and a high-performance GT 350 trim has joined the lineup. Reliability has been below average.



Base Price: \$24,915–\$56,145

Body Styles: 2-door hatchback; convertible

Trim Lines: Base, GT, GT 350, GT 350R, GT Premium, Premium

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.3-liter 4 turbo (310 hp); 3.7-liter V6 (300 hp); 5.0-liter V8 (435 hp); 5.2-liter V8 (526 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 188
Width (in.) 75
Height (in.) 54
Wheelbase (in.) 107
Weight (lb.) 3,845
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 670
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR combined mpg. 19-25

Overall Score	58-62
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	76-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬇️		

Ford Taurus



Putting styling ahead of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rearview camera is standard. Ford has replaced the MyFord Touch infotainment system with the new Sync 3 system, which is superior. Reliability has been average, but it scored too low to recommend.



Base Price: \$27,345–\$42,520

Body Styles: sedan

Trim Lines: Limited, SE, SEL, SHO

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)

Transmissions: 6-speed automatic

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.) 203
Width (in.) 76
Height (in.) 61
Wheelbase (in.) 113
Weight (lb.) 4,090
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 950
Cargo Volume, cu.ft. 20.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR combined mpg. 21

Ford Transit Connect



This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.



Base Price: \$23,010-\$30,325

Body Styles: van; wagon

Trim Lines: Titanium, XL, XLT

Drive Wheels: Front

Seating: 2 front, 3 rear, 2 third

Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)190
Width (in.)72
Height (in.)72
Wheelbase (in.)121
Weight (lb.)3,580
% weight front/rear55/45

Cargo Measurement

Max. Load (lb.)1,270
Cargo Volume, cu.ft.61.0
Towing Capacity (lb.)2,000

Fuel

Regular
CR combined mpg21

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

GMC Acadia



✓ The new Acadia is shorter and 500 pounds lighter than the old model. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still sound 2.5-liter four-cylinder is standard. This family-friendly three-row SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, pedestrian detection, and blind-spot monitoring.



Base Price: \$29,070-\$46,920

Body Styles: 4-door SUV

Trim Lines: All Terrain, Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 2 third

Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)194
Width (in.)75
Height (in.)66
Wheelbase (in.)113
Weight (lb.)4,395
% weight front/rear57/43

Cargo Measurement

Max. Load (lb.)1,585
Cargo Volume, cu.ft.40.5
Towing Capacity (lb.)4,000

Fuel

Regular
CR combined mpg19

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION

Average

GMC Canyon



GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings; a backup camera is standard. New for 2017 are an eight-speed automatic and more horsepower to the V6. Reliability has been below average.



Base Price: \$20,940-\$43,120

Body Styles: crew cab; extended cab

Trim Lines: Base, Denali, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel	
CR combined mpg	18-24

Overall Score	56-57
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

GMC Sierra 1500



The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay are available. Reliability has been below average.



Base Price: \$28,205-\$55,605

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Denali, SL, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

Fuel

Regular	
CR combined mpg	16

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

GMC Terrain



The redesigned 2018 Terrain and its twin, the Chevrolet Equinox, bring tidier dimensions, in line with the small SUV segment. The Terrain is positioned as a more premium offering. The base engine is a 170-hp 1.5-liter, and the uplevel choice is a 252-hp 2.0-liter. Both the 2.0-liter and the available four-cylinder diesel are mated to a nine-speed automatic. Unfortunately, the Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. GMC's IntelliLink infotainment system is one of the better systems on the market, and comes with Android Auto and Apple CarPlay compatibility. For active safety, forward-collision warning and low-speed automatic emergency braking, lane-keep assist with lane-departure warning, and blind-spot warning are offered.



Base Price: \$25,970–\$40,245

Body Styles: 4-door SUV

Trim Lines: Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 72
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,645
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 3,500

Fuel

Regular or diesel
EPA combined mpg 23

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

GMC Yukon



This near twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot monitoring, and lane-keep assist are optional. Reliability has been well below average.



Base Price: \$48,530–\$68,965

Body Styles: 4-door SUV

Trim Lines: Denali, SLE, SLT

Drive Wheels: Rear, AWD, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,200

Fuel

Regular
CR combined mpg 16

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

GMC Yukon XL



This truck-based SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available. Reliability has been well below average.



Base Price: \$51,230-\$71,665

Body Styles: 4-door SUV

Trim Lines: Denali, SLE, SLT

Drive Wheels: Rear, AWD, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000

Fuel

Regular
CR combined mpg 16

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average		

Genesis G80



✓ Hyundai's G80, previously known as the Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though it can't quite match its German rivals. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind-spot monitoring. A Sport version with a turbo-charged 3.3-liter V6 is new for 2018.



Base Price: \$41,750-\$59,500

Body Styles: sedan

Trim Lines: 3.8, 5.0, 3.3T Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter turbo V6 (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Overall Score	80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	89
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.) 197
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 119
Weight (lb.) 4,530
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 905
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
CR combined mpg 20

Genesis G90



✓ Hyundai's flagship sedan is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Equus predecessor. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cossetting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this off-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.



Base Price: \$68,100–\$72,200

Body Styles: sedan

Trim Lines: Premium, Ultimate

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp);
5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 205
Width (in.).....75
Height (in.).....59
Wheelbase (in.).....124
Weight (lb.).....4,820
% weight front/rear.....53/47

Cargo Measurement

Max. Load (lb.)..... 880
Cargo Volume, cu.ft..... 16.0
Towing Capacity (lb.)..... NR

Fuel

Regular or premium
CR combined mpg.....18

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Accord



✓ The Accord is one of the better midsize sedans. It is well-equipped and competitively priced, and it performs well. It handles responsively, though the ride can be a bit choppy. It has a roomy and well-finished interior. The four-cylinder gets 30 mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a decent 26 mpg overall. But the infotainment system on EX and above versions is unintuitive. Standard automatic climate control is a nice feature, but the LX lacks a power seat. The Accord Hybrid has an EPA rating of 48 mpg combined. The previous-generation Hybrid operated smoothly, but sacrificed a lot of trunk space. Expect a redesigned Accord for 2018.



Base Price: \$22,355–\$34,830

Body Styles: coupe; sedan

Trim Lines: EX, EX-L, Hybrid, LX,
LX-S, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (212 hp);
2.4-liter 4 (185 hp); 2.4-liter 4 (189
hp); 3.5-liter V6 (278 hp)

Transmissions: 6-speed automatic;
6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)..... 191
Width (in.).....73
Height (in.).....58
Wheelbase (in.).....109
Weight (lb.).....3,245
% weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.)..... 850
Cargo Volume, cu.ft..... 16.0
Towing Capacity (lb.)..... 1,000

Fuel

Regular
CR combined mpg.....26-30

Overall Score	81-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Honda CR-V



✓ The redesigned CR-V gains features, space, and optional turbo power. While the base LX trim is fitted with a carryover 184-hp, 2.4-liter four-cylinder engine, EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and sure-footed, and the firm ride is steady. Road noise has been suppressed, resulting in a quieter cabin. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility and Garmin navigation, as well as standard automatic emergency braking and blind-spot warning.



Base Price: \$24,045–\$33,695

Body Styles: 4-door SUV

Trim Lines: EX, EX-L, LX, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (190 hp);

2.4-liter 4 (184 hp)

Transmissions: CVT

Overall Score	77-78
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	82-83
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	73
Height (in.)	67
Wheelbase (in.)	105
Weight (lb.)	3,450
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	36.0
Towing Capacity (lb.)	1,500

Fuel

Regular	
CR combined mpg	27-28

Honda Civic



The Civic is substantial and capable. The 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, and the turbo brings more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive—the only way to avoid it is to get the base LX. Forward-collision warning is available. A four-door hatchback and Si version are new. A 306-hp Type-R performance version has just joined the model line.



Base Price: \$18,740–\$33,900

Body Styles: 4-door hatchback; coupe; sedan

Trim Lines: EX, EX-L, EX-T, LX, LX-P, Si, Sport, Sport Touring, Touring, Type R

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)

Transmissions: 6-speed manual; CVT

Overall Score	57-58
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	75-76
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	2,745
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Regular or premium	
CR combined mpg	31-32

Honda Clarity



The new Clarity comes in three versions: fully electric, plug-in hybrid, and hydrogen fuel-cell called FCV. This new FCV has a more compact hydrogen fuel cell and powertrain than in past versions, yet it has a claimed driving range beyond 300 miles. It takes 3 to 5 minutes to fully fuel it with hydrogen. The FCV can be leased for \$369 per month, at a retail price of about \$60,000. There is also a Clarity Electric version, which has a short EPA-rated range of 89 miles and is leased for \$269 per month. The Plug-In Hybrid, which will account for the majority of sales, arrives in late 2017 and will be available in all 50 states. It features a 40-mile all-electric range before the gas engine kicks in. All versions come standard with automatic emergency braking and blind-spot warning.



Base Price: \$35,000–\$50,000E

Body Styles: sedan

Trim Lines: Electric, Fuel Cell, Plug-in

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (161 hp); Electric (174 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	4,135
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Electric or hydrogen	
EPA combined mpg	.68

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Fit



✓ The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi configurable seating, the Fit delivers versatility similar to a that of small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. Reliability has been average. For 2018 the Fit gets a freshening, which includes the available Honda Sensing suite of advanced safety features.



Base Price: \$16,090–\$21,365

Body Styles: 4-door hatchback

Trim Lines: EX, EX-L, LX, Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (130 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	160
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	99
Weight (lb.)	2,625
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR combined mpg	.33

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda HR-V



✓ Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rearview camera is standard. We prefer the LX trim over the EX for its simpler audio controls.



Base Price: \$19,365–\$26,140

Body Styles: 4-door SUV

Trim Lines: EX, EX-L, LX

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (141 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 169
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,045
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 32.0
Towing Capacity (lb.) NR

Fuel

Regular
CR combined mpg 29

Overall Score	69
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	66
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major			⬆
Engine Minor			⬆
Engine Cooling			⬆
Transmission Major			⬆
Transmission Minor			⬆
Drive System			⬆
Fuel System			⬆
Electrical			⬆
Climate System			⬆
Suspension			⬆
Brakes			⬆
Exhaust			⬆
Paint/Trim			⬆
Noises/Leaks			⬆
Body Hardware			⬆
Power Equipment			⬆
In-Car Electronics			⬆
USED CAR VERDICTS			⬆
NEW CAR PREDICTION			Better than average

Honda Odyssey



The all-new fifth-generation Odyssey is quieter and more refined, and features an improved infotainment system, a nifty sliding second-row seat, and connectivity and storage options, all intended to keep the family happy. The 3.5-liter V6 now puts out 280 hp, and it is teamed with a nine-speed automatic in most trims and a 10-speed transmission on top-tier models. Front-wheel drive is still the only way the Odyssey is offered. Our first impressions indicate that the powertrain is smooth, punchy, and quiet. The ride is comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector is a nuisance to use in parking maneuvers. A hands-free, foot-activated power tailgate is available. A new 8-inch infotainment touch screen is easier to use than the previous set-up.



Base Price: \$29,990–\$46,670

Body Styles: minivan

Trim Lines: Elite, EX, EX-L, LX, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 (280 hp)

Transmissions: 9-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,500
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,340
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 3,500

Fuel

Regular
EPA combined mpg 22

Overall Score	NA
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		⬆

Honda Pilot



The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.



Base Price: \$30,595-\$47,070
Body Styles: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)195
 Width (in.)79
 Height (in.)70
 Wheelbase (in.)111
 Weight (lb.)4,280
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)1,340
 Cargo Volume, cu.ft.48.0
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR combined mpg20

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Ridgeline



Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the unit-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any non-diesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.



Base Price: \$29,475-\$42,870
Body Styles: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)210
 Width (in.)79
 Height (in.)71
 Wheelbase (in.)125
 Weight (lb.)4,415
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)1,325
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR combined mpg20

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Accent



With its all-new platform, the fourth-generation Accent sedan sits lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level EX trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine essentially carries over, though it sees horsepower decrease by 8 notches in the interest of fuel economy—a notable shortcoming with the last-tested Accent. Transmissions choices remain of a six-speed manual or automatic. A reworked suspension will hopefully address the stiff feel found on the previous model. The hatchback body style has been dropped.



Base Price: \$15,000–\$20,000E

Body Styles: sedan

Trim Lines: SE, Sport, Value Edition

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (132 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	.68
Height (in.)	.57
Wheelbase (in.)	102
Weight (lb.)	2,570
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR combined mpg	NA

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	1	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬇	*	*
Body Hardware	⬆	*	*
Power Equipment	⬇	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Average 1		

Hyundai Elantra



✓ The redesigned 2017 Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter turbo four-cylinder are available, and a GT hatchback is new for 2018.



Base Price: \$16,950–\$22,900

Body Styles: 4-door hatchback;
sedan

Trim Lines: Eco, GT, Limited, SE, SEL,
Sport, Value Edition

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (128 hp);
1.6-liter 4 turbo (201 hp); 2.0-liter 4
(147 hp)

Transmissions: 6-speed automatic;
6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	.71
Height (in.)	.57
Wheelbase (in.)	106
Weight (lb.)	2,865
% weight front/rear	.62/.38
Cargo Measurement	
Max. Load (lb.)	850
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR combined mpg	.33

Overall Score	69
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	1	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	1
NEW CAR PREDICTION	Better than average ⬆		

Hyundai Ioniq



The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter four-cylinder engine which, combined with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest and there's some delay off the line. Like other hybrids it can drive on electric power at low speeds. Handling lacks agility and the ride is a bit unsettled but unobjectionable. The SEL comes with a power seat for an affordable price. A suite of advanced safety features is available, including automatic braking, smart cruise control, and blind-spot detection with rear cross-traffic alert. Android Auto and Apple CarPlay compatibility is standard. There are also plug-in and fully electric versions.



Base Price: \$22,200–\$32,500

Body Styles: 4-door hatchback

Trim Lines: Blue, Electric, Limited, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp)

Transmissions: 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,070
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	27.0
Towing Capacity (lb.)	NR

Fuel

Regular or electric	
CR combined mpg	52

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe



✓ The freshened 2017 Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.



Base Price: \$30,800–\$41,150

Body Styles: 4-door SUV

Trim Lines: Limited, Ltd Ultimate, SE, Ultimate

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.3-liter V6 (290 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	110
Weight (lb.)	4,210
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,295
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	5,000

Fuel

Regular	
CR combined mpg	20

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Hyundai Santa Fe Sport



✓ Hyundai's five-passenger midsize SUV received a number of updates with its 2017 freshening, including a standard rearview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so. Reliability has been above average.



Base Price: \$24,950-\$37,200

Body Styles: 4-door SUV

Trim Lines: 2.0T, 2.0T Ultimate, Base, Value

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 185
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,760
% weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 930
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 2,000

Fuel

Regular
CR combined mpg 23

Overall Score	75
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		

Hyundai Sonata



✓ This competitive but ho-hum sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a stronger 2.0-liter turbo four-cylinder is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. We found the controls to be easy to use, and the rear seat is one of the roomiest in the class. Safety features include forward-collision warning and automatic emergency braking. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests and makes for a very pleasant sedan. 2018 brings a face lift and standard blind-spot warning. The uplevel 20T gets a new eight-speed automatic.



Base Price: \$22,050-\$38,600

Body Styles: sedan

Trim Lines: Eco, Limited, SE, Sport, Sport 2.0T

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)

Transmissions: 6- & 8-speed automatic, 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,315
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 905
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Regular
CR combined mpg 28-39

Overall Score	73-75
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	78-80
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		

Hyundai Tucson



✓ The Tucson is one of the better small SUVs, although neither of its powertrains is ideal. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot monitoring, are optional.



Base Price: \$22,700–\$31,175
Body Styles: 4-door SUV
Trim Lines: Eco, Limited, SE, SEL, SEL Plus, Value
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 176
 Width (in.) 73
 Height (in.) 65
 Wheelbase (in.) 105
 Weight (lb.) 3,475
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 970
 Cargo Volume, cu.ft. 29.5
 Towing Capacity (lb.) 2,000

Fuel

Regular
 CR combined mpg 24-26

Overall Score	73-75
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	76-79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	!	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	!	^	^
In-Car Electronics	!	^	^
USED CAR VERDICTS	!	^	!
NEW CAR PREDICTION	Average		
	!		

Hyundai Veloster



✓ The sporty Veloster hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated manual transmission. Handling is responsive and secure. Though the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best.



Base Price: \$18,100–\$23,800
Body Styles: 3-door hatchback
Trim Lines: Base, Turbo, Turbo R-Spec, Value Edition
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 (132 hp); 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)
Transmissions: 6-speed manual; 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 166
 Width (in.) 71
 Height (in.) 55
 Wheelbase (in.) 104
 Weight (lb.) 2,765
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 700
 Cargo Volume, cu.ft. 16.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR combined mpg 31

Overall Score	63
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	67
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		
	!		

Infiniti Q50



After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. This powertrain makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. Reliability has been below average, and owner satisfaction is low in our survey. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



Base Price: \$33,950-\$50,700

Body Styles: sedan

Trim Lines: 2.0t, 2.0t Premium, 2.0t Sport, 3.0t Premium, 3.0t Sport, Hybrid Premium, Red Sport 400, Signature

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp);

3.0-liter V6 turbo (300 hp); 3.0-liter

V6 turbo (400 hp); 3.5-liter V6 hybrid (360 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....188
Width (in.).....72
Height (in.).....57
Wheelbase (in.).....112
Weight (lb.).....3,875
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....900
Cargo Volume, cu.ft.....14.0
Towing Capacity (lb.).....NR

Fuel

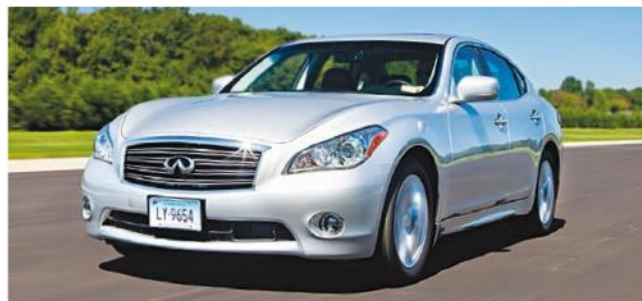
Premium
CR combined mpg.....22

Overall Score	71
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬇️	⬆️	*
Brakes	⬇️	⬇️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬇️	*
USED CAR VERDICTS	⬇️	⬇️	
NEW CAR PREDICTION	Worse than average ⬇️		

Infiniti Q70



✓ Although long in the tooth, the Q70 is still competitive, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it generally commands significantly lower prices than its competitors.



Base Price: \$50,100-\$67,400

Body Styles: sedan

Trim Lines: 3.7, 5.6, Hybrid, L

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
Width (in.).....73
Height (in.).....59
Wheelbase (in.).....114
Weight (lb.).....3,895
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....860
Cargo Volume, cu.ft.....15.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR combined mpg.....21-25

Overall Score	83-88
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	83-90
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆️	*
Engine Minor	*	⬆️	*
Engine Cooling	*	⬆️	*
Transmission Major	*	⬆️	*
Transmission Minor	*	⬆️	*
Drive System	*	⬆️	*
Fuel System	*	⬆️	*
Electrical	*	⬆️	*
Climate System	*	⬆️	*
Suspension	*	⬆️	*
Brakes	*	⬆️	*
Exhaust	*	⬆️	*
Paint/Trim	*	⬆️	*
Noises/Leaks	*	⬆️	*
Body Hardware	*	⬆️	*
Power Equipment	*	⬆️	*
In-Car Electronics	*	⬆️	*
USED CAR VERDICTS		⬆️	
NEW CAR PREDICTION	Much better than average ⬆️		

Infiniti QX30



Infiniti's shortcut into the small-luxury-SUV segment is the QX30, which is based on the Mercedes-Benz GLA. The Infiniti uses the GLA's 2.0-liter turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs but uses Infiniti's infotainment screen. The rear seat is cramped, and visibility is wanting. Available safety features include automatic emergency braking and blind-spot warning. Front-drive versions are priced in the low \$30,000s, and typical all-wheel-drive versions surpass \$40,000.



Base Price: \$29,950-\$37,700
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Premium, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 174
 Width (in.) 72
 Height (in.) 60
 Wheelbase (in.) 106
 Weight (lb.) 3,540
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 880
 Cargo Volume, cu.ft. 21.5
 Towing Capacity (lb.) NR

Fuel

Premium
 CR combined mpg 25

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Infiniti QX50



Infiniti's QX50 dates back to 2008, when it was known as the EX. The current model has a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg room. But underneath it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over are the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include forward-collision warning, blind-spot monitoring, and lane-keeping assist. A redesigned QX50 is around the corner.



Base Price: \$34,450-\$36,250
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 187
 Width (in.) 71
 Height (in.) 63
 Wheelbase (in.) 113
 Weight (lb.) 4,015
 % weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) NR

Fuel

Premium
 EPA combined mpg 20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Infiniti QX60



The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and seating posture. The 2017 model has been freshened, with 30 more hp added to its V6 and towing capacity raised to 5,000 pounds. Reliability has been below average. Of note is also the QX60's low owner-satisfaction score.



Base Price: \$43,100–\$44,900

Body Styles: 4-door SUV

Trim Lines: Base, Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.5-liter 4 hybrid (250 hp);

3.5-liter V6 (295 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,530
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.0
Towing Capacity (lb.)	5,000

Fuel

Premium	
CR combined mpg	19

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Worse than average ⬆		

Infiniti QX70



Aging but still worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes automatic emergency braking. The useful surround-view camera system gives a bird's-eye view while parking.



Base Price: \$45,850–\$47,650

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Premium

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.7-liter V6 (325 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	76
Height (in.)	66
Wheelbase (in.)	114
Weight (lb.)	4,225
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	2,000

Fuel

Premium	
CR combined mpg	18

Overall Score	60
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆		

Infiniti QX80



A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic braking. The new Nissan Armada is essentially the same vehicle but costs less.



Base Price: \$63,850-\$89,450
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Signature
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (400 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 208
 Width (in.)..... 80
 Height (in.)..... 76
 Wheelbase (in.)..... 121
 Weight (lb.)..... 5,990
 % weight front/rear..... 51/49

Cargo Measurement

Max. Load (lb.)..... 1,590
 Cargo Volume, cu.ft..... 49.5
 Towing Capacity (lb.)..... 8,500

Fuel

Premium
 CR combined mpg..... 15

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Jaguar F-Pace



Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XF and new XE. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace is taut and nimble, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. Active safety features are available if you opt for the vision package.



Base Price: \$42,065-\$63,200
Body Styles: 4-door SUV
Trim Lines: Base, Portfolio, Premium, Prestige, R Sport, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 186
 Width (in.)..... 87
 Height (in.)..... 66
 Wheelbase (in.)..... 113
 Weight (lb.)..... 4,350
 % weight front/rear..... 52/48

Cargo Measurement

Max. Load (lb.)..... 960
 Cargo Volume, cu.ft..... 28.5
 Towing Capacity (lb.)..... 5,290

Fuel

Premium or diesel
 CR combined mpg..... 20

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Jaguar F-Type



Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive.



Base Price: \$61,400-\$128,800

Body Styles: convertible; coupe

Trim Lines: 400 SPORT, R, SVR, V6, V6 S

Drive Wheels: Rear, AWD

Seating: 2 front

Engines: 2.0-liter 4 turbo (300 hp); 3.0-liter V6 supercharged (340 hp, 380 hp, 400 hp); 5.0-liter V8 supercharged (550 hp, 575 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 176
Width (in.) 74
Height (in.) 52
Wheelbase (in.) 103
Weight (lb.) 3,520
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) 420
Cargo Volume, cu.ft. 7.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 23

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬆

Jaguar XE



The XE is an athletic compact luxury sports sedan. Base models get a 2.0-liter four-cylinder turbo. A more potent 340-hp, 3.0-liter supercharged V6 is the uplevel offering, and a diesel engine is also available. All engine are coupled to a smooth eight-speed automatic. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambience is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available. For 2018 the new S trim gets a 380-hp supercharged V6.



Base Price: \$35,725-\$59,410

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬆

Jaguar XF



The XF is the sportiest among midsize luxury sedans. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, but may have too much of a growling note for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. However, interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. The 2018 model year brings a new 2.0-liter turbocharged four-cylinder engine, and a wagon version called Sportbrake with a 380-hp V6 supercharged engine and all-wheel drive.



Base Price: \$47,775-\$68,025

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 78
Height (in.) 58
Wheelbase (in.) 117
Weight (lb.) 4,175
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 960
Cargo Volume, cu.ft. 19.0
Towing Capacity (lb.) NR

Fuel

Premium or diesel
CR combined mpg. 21

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Jaguar XJ



The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A new infotainment system and a more generous five-year/60,000-mile warranty are recent upgrades.



Base Price: \$74,400-\$121,000

Body Styles: sedan

Trim Lines: Base, Portfolio, Supercharged, XJL Portfolio, XJL Supercharged, XJR

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (550 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 207
Width (in.) 75
Height (in.) 57
Wheelbase (in.) 124
Weight (lb.) 4,200
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 880
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Premium
CR combined mpg. 19

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Jeep Cherokee



The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy, and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Recent updates included stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been below average.



Base Price: \$23,595-\$37,695

Body Styles: 4-door SUV

Trim Lines: Latitude, Limited, Overland, Sport, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	4,120
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,000
Cargo Volume, cu.ft.	31.0
Towing Capacity (lb.)	4,500

Fuel

Regular	
CR combined mpg	21-22

Overall Score	47-55
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	58-71
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬇	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬇	⬇	⬆
Transmission Minor	⬇	⬇	⬆
Drive System	⬇	⬇	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬇	⬆	⬆
Brakes	⬇	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬇	⬇	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬇	⬇	⬆
In-Car Electronics	⬇	⬇	⬆
USED CAR VERDICTS	⬇	⬇	⬆
NEW CAR PREDICTION	Worse than average ⬇		

Jeep Compass



The new Compass, which slots above the Renegade and below the Cherokee, is better than its uncompetitive and outclassed predecessor. Power comes from a 180-hp, 2.4-liter four-cylinder—an engine we found to be unrefined and sluggish. Most versions have the nine-speed automatic which is neither smooth nor responsive. Handling isn't agile although secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward-collision warning, lane-departure warning, blind-spot monitoring, and a rearview camera. The Trailhawk is designed to look more off-road ready but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several key metrics.



Base Price: \$19,940-\$26,340

Body Styles: 4-door SUV

Trim Lines: Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (180 hp)

Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	104
Weight (lb.)	3,525
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	27.5
Towing Capacity (lb.)	2,000

Fuel

Regular	
CR combined mpg	24

Overall Score	48
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇		

Jeep Grand Cherokee



The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride, all of which endow it with a premium feel. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.



Base Price: \$30,395–\$66,895

Body Styles: 4-door SUV

Trim Lines: Laredo, Limited, Overland, SRT, Summit, Trailhawk

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 190
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,900
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,050
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,200

Fuel

Regular or premium or diesel

CR combined mpg. 18-24

Overall Score	58-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jeep Renegade



Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Wrangler-like open-air driving is possible with the optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.



Base Price: \$17,995–\$27,195

Body Styles: 4-door SUV

Trim Lines: Altitude, Deserthawk, Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)

Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 167
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,360
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 985
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000

Fuel

Regular

CR combined mpg. 24

Overall Score	42
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jeep Wrangler



As an everyday vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are Poor, and the small-overlap Marginal. But small-overlap and offset-frontal results for the four-door are Good. Reliability has been below average. A redesigned Wrangler is on the way.



Base Price: \$23,995-\$37,445
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Rubicon Hard Rock, Sahara, Sport, Sport S, Unlimited Rubicon, Unlimited Sahara, Willys Wheeler W
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (285 hp)
Transmissions: 5-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 173
 Width (in.) 74
 Height (in.) 71
 Wheelbase (in.) 116
 Weight (lb.) 4,570
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 34.5
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR combined mpg 17

Overall Score	28
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	20
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Kia Cadenza



✓ The large Cadenza is a competent large sedan that flies under the radar. It is considerably larger than the Optima, competing with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, and the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. We got 24 mpg overall. Higher-end Limited versions include additional soft-touch surfaces and more-luxurious leather seats. Automatic emergency braking, adaptive cruise control, and lane-departure warning are available, but only in upper trim versions that cross the \$40,000 mark.



Base Price: \$31,990-\$44,390
Body Styles: sedan
Trim Lines: Limited, Premium, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 74
 Height (in.) 58
 Wheelbase (in.) 112
 Weight (lb.) 3,725
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 905
 Cargo Volume, cu.ft. 16.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR combined mpg 24

Overall Score	82
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Kia Forte



✓ Kia's Forte provides generous interior room and a wide assortment of amenities. Our tested base LX sedan got 33 mpg overall with the new-for-2017 2.0-liter four-cylinder and six-speed automatic, which is similar to the engine in the Hyundai Elantra. Though the ride is fairly absorbent, it tends to feel a bit too tender when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, a rearview camera, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items.



Base Price: \$16,490–\$21,200

Body Styles: 4-door hatchback; sedan

Trim Lines: EX, LX, S, SX

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (201 hp);

2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp)

Transmissions: 6-speed automatic;

6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)180
Width (in.)70
Height (in.)57
Wheelbase (in.)106
Weight (lb.)2,815
% weight front/rear62/38

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)NR

Fuel

Regular
CR combined mpg33

Overall Score	76
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Kia K900



Kia's flagship is the brand's first rear-drive model and cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.



Base Price: \$49,900–\$61,900

Body Styles: sedan

Trim Lines: Luxury, Premium

Drive Wheels: Rear

Seating: 2 front, 3 rear

Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)201
Width (in.)75
Height (in.)59
Wheelbase (in.)120
Weight (lb.)4,555
% weight front/rearNA

Cargo Measurement

Max. Load (lb.)905
Cargo Volume, cu.ft.16.0
Towing Capacity (lb.)NR

Fuel

Regular
EPA combined mpg18

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Kia Niro



Kia's small, five-passenger front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission, and the 1.56-kWh lithium-ion battery is located under the rear seat. That allows for a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as good as the Hyundai Ioniq or Toyota Prius. Handling lacks agility and the ride is a bit choppy. The optional power seats provide better support. A suite of advanced safety features is available, including automatic emergency braking, smart cruise control, and blind-spot detection with rear cross-traffic alert, but that tends to push the price to above \$30,000.



Base Price: \$22,890-\$29,650
Body Styles: wagon
Trim Lines: EX, FE, LX, Touring, Touring Launch
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....172
 Width (in.).....71
 Height (in.).....60
 Wheelbase (in.).....106
 Weight (lb.).....3,155
 % weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....850
 Cargo Volume, cu.ft.....22.0
 Towing Capacity (lb.).....NR

Fuel

Regular
 CR combined mpg.....43

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	65
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
Regular			
NEW CAR PREDICTION	Average		⬇️

Kia Optima



✓ Kia's redesigned midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant and unobtrusive, and returned 28 mpg overall in our testing, and the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around \$26,000, the EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Android Auto and Apple CarPlay. A hybrid is also available.



Base Price: \$25,995-\$30,990
Body Styles: sedan
Trim Lines: EX, Hybrid, Hybrid EX, LX, Plug-in EX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....191
 Width (in.).....73
 Height (in.).....58
 Wheelbase (in.).....110
 Weight (lb.).....3,300
 % weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....905
 Cargo Volume, cu.ft.....16.0
 Towing Capacity (lb.).....NR

Fuel

Regular
 CR combined mpg.....28

Overall Score	85
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
Regular	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		⬆️

Kia Rio



With its all-new platform, the fourth-generation Rio sedan and hatchback sit lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level EX trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine essentially carries over, though it sees horsepower decrease by 8 notches in the interest of fuel economy—a notable shortcoming with the last-tested Rio. Transmissions choices remain of a six-speed manual or automatic. A reworked suspension will hopefully address the stiff feel found on the previous model. Automatic emergency braking for city/urban speed will now be available.



Base Price: \$15,000–\$21,000E
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 173
 Width (in.)68
 Height (in.)57
 Wheelbase (in.) 102
 Weight (lb.) 2,715
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. 14.0
 Towing Capacity (lb.) NR

Fuel

Regular
 EPA combined mpg NA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	⬇️
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Kia Sedona



The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. Handling is rather ungainly but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are they removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems. A rear-view camera is standard.



Base Price: \$26,800–\$41,900
Body Styles: minivan
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 201
 Width (in.)78
 Height (in.)69
 Wheelbase (in.) 121
 Weight (lb.) 4,595
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,325
 Cargo Volume, cu.ft. 46.0
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg 20

Overall Score	67
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	⬇️
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Kia Sorento



✔ This SUV is among our top-scoring midsize SUVs. The Sorento is functional and refined, and its wide price range makes it an alternative to small and midsize SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All are mated to a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus. Reliability has been above average.



Base Price: \$25,400–\$45,700
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SX-Limited
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....187
 Width (in.).....74
 Height (in.).....66
 Wheelbase (in.).....109
 Weight (lb.).....4,175
 % weight front/rear.....56/44
Cargo Measurement
 Max. Load (lb.).....1,120
 Cargo Volume, cu.ft.....37.5
 Towing Capacity (lb.).....5,000

Fuel
 Regular
 CR overall mpg.....21

Overall Score	82
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Kia Soul



✔ There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some northeastern states. Available safety gear includes forward-collision and lane-departure warning systems. A more powerful 201-hp, 1.6-liter turbo engine is also available.



Base Price: \$16,100–\$35,950
Body Styles: wagon
Trim Lines: i, Base, EV, EV-e, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.).....163
 Width (in.).....71
 Height (in.).....63
 Wheelbase (in.).....101
 Weight (lb.).....3,055
 % weight front/rear.....61/39
Cargo Measurement
 Max. Load (lb.).....825
 Cargo Volume, cu.ft.....24.5
 Towing Capacity (lb.).....NR

Fuel
 Regular or electric
 CR overall mpg.....26

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	74
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average ⬆		

Kia Sportage



✓ The redesigned Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.



Base Price: \$22,990–\$34,000

Body Styles: 4-door SUV

Trim Lines: EX, LX, SX

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp);
2.4-liter 4 (181 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....176
Width (in.).....73
Height (in.).....64
Wheelbase (in.).....105
Weight (lb.).....3,485
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....970
Cargo Volume, cu.ft.....29.5
Towing Capacity (lb.).....2,000

Fuel

Regular
CR overall mpg.....23

Overall Score	76
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Better than average ⬆

Land Rover Discovery



This replacement for the LR4 shares a platform with the big Range Rover, not the Discovery Sport. The Discovery is designed to provide on-road civility with some off-road prowess. Two engine are offered: a 340-hp, 3.0-liter supercharged V6 and a 254-hp, 3.0-liter turbodiesel V6, both mated to an eight-speed automatic. The gas engine provides ample thrust. The new Disco is much lighter than the LR4 and drives in a much more civilized way, particularly with the optional air suspension. Controls can be distracting but the seats are comfortable and the cabin is quiet. While it is fitted with three rows, that back row is not as roomy as the one in the old, boxier LR4. Both the second- and third-row seats can be raised and lowered remotely via an app, and all three rows can be had with heated seats.



Base Price: \$49,990–\$73,950

Body Styles: 4-door SUV

Trim Lines: First Edition, HSE, HSE
Luxury, SE

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbodiesel
(254 hp); 3.0-liter V6 supercharged
(340 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....196
Width (in.).....82
Height (in.).....74
Wheelbase (in.).....115
Weight (lb.).....4,835
% weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....1,200
Cargo Volume, cu.ft.....NA
Towing Capacity (lb.).....8,200

Fuel

Premium or diesel
EPA combined mpg.....18

Overall Score	NA
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average ⬇

Land Rover Discovery Sport



From the storied Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill and trails. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. Based on Land Rover's history, we predict that the reliability for this price, underachieving SUV is likely to be below average.



Base Price: \$37,695-\$46,595

Body Styles: 4-door SUV

Trim Lines: HSE, HSE Lux, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (240 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	82
Height (in.)	68
Wheelbase (in.)	108
Weight (lb.)	4,325
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lb.)	935
Cargo Volume, cu.ft.	33.0
Towing Capacity (lb.)	4,410

Fuel

Premium	
CR overall mpg	21

Overall Score	43
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	58
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Land Rover Range Rover



Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the slow touch screen is complex. A 254-hp turbodiesel V6 is well-mannered and provides ample power. A hands-free system to open the tailgate is available.



Base Price: \$85,650-\$199,950

Body Styles: 4-door SUV

Trim Lines: Autobiography, Base, HSE, SC V8, SVAutobiography, SVAutobiography Dynamic

Drive Wheels: 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (510 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	115
Weight (lb.)	5,300
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lb.)	960
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	7,715

Fuel

Premium or diesel	
CR overall mpg	17

Overall Score	58
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	80
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Land Rover Range Rover Evoque



Overall, the Evoque compact SUV is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats.



Base Price: \$41,800-\$62,500
Body Styles: 2-door SUV; 4-door SUV; convertible
Trim Lines: Autobiography, HSE, HSE Dynamic, SE, SE Dynamic, SE Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 77
 Height (in.) 64
 Wheelbase (in.) 105
 Weight (lb.) 3,940
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,025
 Cargo Volume, cu.ft. 25.5
 Towing Capacity (lb.) 3,500

Fuel

Premium
 EPA combined mpg 24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Land Rover Range Rover Sport



Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available.



Base Price: \$65,650-\$111,350
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, HSE Dynamic, SC V8, SE, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (510 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 78
 Height (in.) 70
 Wheelbase (in.) 115
 Weight (lb.) 5,255
 % weight front/rear 49/51

Cargo Measurement

Max. Load (lb.) 1,345
 Cargo Volume, cu.ft. 31.5
 Towing Capacity (lb.) 7,715

Fuel

Premium or diesel
 CR overall mpg 18

Overall Score	55
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Land Rover Range Rover Velar



Land Rover's new Velar fits in between the entry-level Evoque and Discovery Sport. It shares its fundamentals with the Jaguar F-Pace, and features a greater emphasis on sport rather than off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a 2.0-liter gas four-cylinder, and a supercharged 3.0-liter gas V6. An eight-speed automatic and all-wheel drive are standard. Optional advanced safety equipment includes autonomous emergency braking with pedestrian detection, adaptive cruise control, and reverse traffic detection. An air suspension is standard on V6 to give more adjustability for various on- and off-road conditions. Debuting on the Velar is Land Rover's new InControl infotainment system, called Touch Pro Duo, which features two high-definition 10-inch touch screens.



Base Price: \$49,900-\$89,300

Body Styles: 4-door SUV

Trim Lines: Base, First Edition, R-Dynamic, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 189
Width (in.) 80
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,215
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 5,500

Fuel

Premium or diesel
EPA combined mpg NA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⬇️

Lexus CT 200h



This small hatchback has excellent fuel economy, but it's no Toyota Prius. Plus, its refinement isn't up to the Lexus standard. A recent freshening brought styling updates and mechanical tweaks that resulted in claimed improvements to ride comfort and noise levels, two areas we found to be problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota's. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding. A redesign based on the current Prius is expected.



Base Price: \$31,250-\$32,980

Body Styles: 4-door hatchback

Trim Lines: Base, F Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 hybrid (134 hp)

Transmissions: CVT

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	65
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆️	*
Engine Minor	*	⬆️	*
Engine Cooling	*	⬆️	*
Transmission Major	*	⬆️	*
Transmission Minor	*	⬆️	*
Drive System	*	⬆️	*
Fuel System	*	⬆️	*
Electrical	*	⬆️	*
Climate System	*	⬆️	*
Suspension	*	⬆️	*
Brakes	*	⬆️	*
Exhaust	*	⬆️	*
Paint/Trim	*	⬆️	*
Noises/Leaks	*	⬆️	*
Body Hardware	*	⬆️	*
Power Equipment	*	⬆️	*
In-Car Electronics	*	⬆️	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		⬆️

Facts & Figures

Exterior Dimensions

Length (in.) 171
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 102
Weight (lb.) 3,225
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 40

Lexus ES



✓ The Lexus ES is an upscale relative of the Toyota Camry. It has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent. For 2017, automatic emergency braking and lane-departure warning are standard.



Base Price: \$38,900–\$41,820

Body Styles: sedan

Trim Lines: 300h, 350

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 193
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,575
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 905
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 25-36

Overall Score	81-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-78
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus GS



✓ The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A rear-drive 200t with a turbo four-cylinder and a high-performance GS F with a 467-hp V8 are available. For 2017, the Lexus Safety System+ is standard, including automatic emergency braking and blind-spot monitoring.



Base Price: \$46,310–\$83,940

Body Styles: sedan

Trim Lines: 200t, 350, 450h, F, F

Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,845
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 21

Overall Score	85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus GX



✓ Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.



Base Price: \$51,680-\$62,980

Body Styles: 4-door SUV

Trim Lines: 460, 460 Premium, 560 Luxury

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 4.6-liter V8 (301 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 74
Height (in.) 74
Wheelbase (in.) 110
Weight (lb.) 5,170
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,500

Fuel

Premium
CR overall mpg 17

Overall Score	75
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Much better than average		⬆️

Lexus IS



In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. A 255-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.



Base Price: \$37,825-\$43,535

Body Styles: sedan

Trim Lines: 200t, 200t F Sport, 300, 300 F Sport, 350, 350 F Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 184
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 110
Weight (lb.) 3,850
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 20

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	56
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Much better than average		⬆️

Lexus LC



Lexus's new halo car is the six-figure LC 500 Coupe, a 2+2 luxury car. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp and 398 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0 to 60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available and it has several driving modes that range from docile electric drive to more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.



Base Price: \$92,000–\$96,510

Body Styles: coupe

Trim Lines: 500, 500h

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (471 hp)

Transmissions: 10-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	187
Width (in.)	76
Height (in.)	53
Wheelbase (in.)	113
Weight (lb.)	4,280
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	720
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	19

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lexus LS



The 2018 Lexus LS promises high standards of luxury, technology, and sophistication. The new LS is longer, lower, and reportedly 200 pounds lighter than the one it replaces. The LS will be offered in rear- and all-wheel drive, and there will be an extended-length variant for more rear passenger space. The standard drivetrain is an all-new twin-turbo 415-horsepower, 3.5-liter V6 hooked up to a 10-speed automatic transmission. The suspension has been tuned to elevate performance, and a driver-selected dynamic mode control allows the personality to be tuned on the fly. Plus, an air suspension will be offered. Expect high-levels of entertainment, convenience, and standard safety features befitting a modern flagship sedan. The new LS goes on sale near the end of 2017.



Base Price: \$75,000–\$100,000E

Body Styles: sedan

Trim Lines: 500, 500h

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (415 hp)

Transmissions: 10-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	206
Width (in.)	75
Height (in.)	57
Wheelbase (in.)	123
Weight (lb.)	4,300
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	18.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lexus LX



This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure. The Land Cruiser we tested got only 14 mpg overall but was very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



Base Price: \$89,880

Body Styles: 4-door SUV

Trim Lines: 570

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (383 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	78
Height (in.)	73
Wheelbase (in.)	112
Weight (lb.)	6,000
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lb.)	1,385
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Premium	
EPA combined mpg	15

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	⬆
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Lexus NX



✓ Based on the Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cossetting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad is frustrating and distracting to use when driving. Reliability has been well above average.



Base Price: \$35,285-\$39,720

Body Styles: 4-door SUV

Trim Lines: 200t, 200t F Sport, 300h

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (235 hp);

2.5-liter 4 hybrid (194 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	4,000
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	895
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	2,000

Fuel

Regular or premium	
CR overall mpg	24-29

Overall Score	74-76
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	71-74
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	⬆
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Lexus RC



This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility.



Base Price: \$40,155–\$64,165

Body Styles: coupe

Trim Lines: 200t, 300, 350, 350 F Sport, F

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....185
Width (in.).....72
Height (in.).....55
Wheelbase (in.).....108
Weight (lb.).....3,750
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....700
Cargo Volume, cu.ft.....10.0
Towing Capacity (lb.).....NR

Fuel

Premium
EPA combined mpg.....22

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus RX



✓ The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of leg and knee room. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



Base Price: \$43,120–\$56,495

Body Styles: 4-door SUV

Trim Lines: 350, 450h, 450h F Sport, F Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....193
Width (in.).....75
Height (in.).....68
Wheelbase (in.).....110
Weight (lb.).....4,435
% weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.).....920
Cargo Volume, cu.ft.....30.0
Towing Capacity (lb.).....3,500

Fuel

Regular or premium
CR overall mpg.....22-29

Overall Score	79-81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-80
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lincoln Continental



Based on the accomplished MKZ, the Continental is Lincoln's high-tech flagship sedan. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level gets a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsize sedans.



Base Price: \$44,560-\$64,915

Body Styles: sedan

Trim Lines: Black Label, Premiere, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....201
Width (in.).....78
Height (in.).....59
Wheelbase (in.).....118
Weight (lb.).....4,540
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....900
Cargo Volume, cu.ft.....17.0
Towing Capacity (lb.).....1,000

Fuel

Regular or premium
CR overall mpg.....20

Overall Score	75
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		⬇️

Lincoln MKC



The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system. Reliability has been well below average.



Base Price: \$32,880-\$48,040

Body Styles: 4-door SUV

Trim Lines: Black Label, Premiere, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....179
Width (in.).....73
Height (in.).....65
Wheelbase (in.).....106
Weight (lb.).....4,070
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....825
Cargo Volume, cu.ft.....30.5
Towing Capacity (lb.).....2,000

Fuel

Regular
CR overall mpg.....19

Overall Score	54
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average		⬆️

Lincoln MKT



This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



Base Price: \$43,530-\$49,025
Body Styles: 4-door SUV
Trim Lines: 3.5 EcoBoost, 3.7
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 turbo (365 hp); 3.7-liter V6 (303 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 208
 Width (in.).....76
 Height (in.).....67
 Wheelbase (in.)..... 118
 Weight (lb.).....4,980
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....1,160
 Cargo Volume, cu.ft..... 36.0
 Towing Capacity (lb.).....4,500

Fuel

Regular or premium
 EPA combined mpg.....17

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	
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Lincoln MKX



Based on the capable Ford Edge, the Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, so we suggest getting the optional 335-hp, 2.7-liter turbo V6, which is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is steady and composed. Tall drivers will probably find that the push-button shifter is a long reach away. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic alert. First-year reliability of the redesign has been below average.



Base Price: \$38,260-\$55,970
Body Styles: 4-door SUV
Trim Lines: 2.7L, 3.7L
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.7-liter V6 (303 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....190
 Width (in.).....76
 Height (in.).....66
 Wheelbase (in.)..... 112
 Weight (lb.).....4,560
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....1,030
 Cargo Volume, cu.ft..... 32.5
 Towing Capacity (lb.).....3,500

Fuel

Regular
 CR overall mpg.....18

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	
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Lincoln MKZ



✓ Based on the engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.



Base Price: \$35,170–\$49,720

Body Styles: sedan

Trim Lines: Black Label, Hybrid, Premier, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,755
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 875
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 23-34

Overall Score	81
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	88
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	!	⬆	⬆
Power Equipment	⬆	⬆	!
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	!	⬆	!
NEW CAR PREDICTION	Average		
	!		

Lincoln Navigator



This more luxurious version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat and is more reliable than GM's offerings. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated, and there is no hiding the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system. A redesign arrives this fall.



Base Price: \$63,515–\$76,970

Body Styles: 4-door SUV; extended SUV

Trim Lines: Base, L

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 turbo (380 hp)

Transmissions: 6-speed automatic

Overall Score	69
Predicted Reliability	!
Owner Satisfaction	⬆
Road Test Score	72
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		
	!		

Facts & Figures

Exterior Dimensions

Length (in.) 207
Width (in.) 80
Height (in.) 78
Wheelbase (in.) 119
Weight (lb.) 6,140
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,380
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 8,700

Fuel

Regular
CR overall mpg 15

Maserati Ghibli



Although the Ghibli is based on a Chrysler 300, this four-door coupe has its own character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. The uplevel SQ-4 all-wheel-drive version we tested uses a 404-hp version. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is fitted out with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins.



Base Price: \$71,600–\$79,700

Body Styles: sedan

Trim Lines: Base, S, S Q4

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp);
3.0-liter V6 turbo (404 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 196
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 118
Weight (lb.) 4,625
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 925
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 19

Overall Score	48
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Maserati Levante



The Levante is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at \$72,000 for the 345-hp, V6 base model and reaches \$83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.



Base Price: \$72,000–\$83,000

Body Styles: 4-door SUV

Trim Lines: Base, S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp);
3.0-liter V6 turbo (424 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 197
Width (in.) 78
Height (in.) 66
Wheelbase (in.) 118
Weight (lb.) 4,905
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 6,000

Fuel

Premium
EPA combined mpg 16

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mazda3



✓ Whether as a sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats.



Base Price: \$17,845-\$24,945

Body Styles: 4-door hatchback; sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)180
Width (in.)71
Height (in.)57
Wheelbase (in.)106
Weight (lb.)2,875
% weight front/rear60/40

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.12.0
Towing Capacity (lb.)NR

Fuel

Regular
CR overall mpg32-33

Overall Score	72
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	72-73
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Mazda6



✓ Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsize sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional.



Base Price: \$21,945-\$30,695

Body Styles: sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (184 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)192
Width (in.)72
Height (in.)57
Wheelbase (in.)111
Weight (lb.)3,185
% weight front/rear59/41

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)NR

Fuel

Regular
CR overall mpg32

Overall Score	77
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Mazda CX-3



✓ Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available.



Base Price: \$19,960–\$26,240
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (146 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 168
 Width (in.) 70
 Height (in.) 61
 Wheelbase (in.) 101
 Weight (lb.) 2,945
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 18.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 28

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mazda CX-5



✓ It may look like the original CX-5, but the latest version is thoroughly redesigned and much improved. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive, docile and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the ride is absorbent and steady, among the best in this class. The cabin is quiet, and interior quality now feels substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and touches of chrome trim add class. The seats are comfortable both front and rear. However, there is a learning curve to mastering the infotainment system. All versions get a standard forward-collision warning with low-speed automatic emergency braking system.



Base Price: \$24,045–\$30,695
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (187 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 179
 Width (in.) 73
 Height (in.) 66
 Wheelbase (in.) 106
 Weight (lb.) 3,590
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 30.5
 Towing Capacity (lb.) 2,000

Fuel

Regular
 CR overall mpg 24

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Mazda CX-9



✓ Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include automatic emergency braking and blind-spot monitoring.



Base Price: \$31,520-\$44,315

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Signature, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.5-liter 4 turbo (227 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	76
Height (in.)	68
Wheelbase (in.)	113
Weight (lb.)	4,585
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lb.)	1,190
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg	22

Overall Score	74
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Average ⬆️		

Mazda MX-5 Miata



✓ The fourth-generation Miata remains true to Mazda's original formula of a lightweight, rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.



Base Price: \$24,915-\$33,825

Body Styles: convertible

Trim Lines: Club, Grand Touring, RF, Sport

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 (155 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	154
Width (in.)	68
Height (in.)	49
Wheelbase (in.)	91
Weight (lb.)	2,335
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	340
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	34

Overall Score	79
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	⬆️
Engine Minor	*	*	⬆️
Engine Cooling	*	*	⬆️
Transmission Major	*	*	⬆️
Transmission Minor	*	*	⬆️
Drive System	*	*	⬆️
Fuel System	*	*	⬆️
Electrical	*	*	⬆️
Climate System	*	*	⬆️
Suspension	*	*	⬆️
Brakes	*	*	⬆️
Exhaust	*	*	⬆️
Paint/Trim	*	*	⬆️
Noises/Leaks	*	*	⬆️
Body Hardware	*	*	⬆️
Power Equipment	*	*	⬆️
In-Car Electronics	*	*	⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Mercedes-Benz B-Class ED



The B-Class Electric Drive is the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, due in part to its stiff ride and clumsy handling, and it's neither particularly quick nor very quiet. A number of advanced safety and convenience features are available, including a system that lets the driver check on the charging status via a smartphone. As with all EVs, the B-Class electric qualifies for a \$7,500 federal tax incentive.



Base Price: \$39,900
Body Styles: 4-door hatchback
Trim Lines: B250e
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (177 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 71
 Height (in.) 63
 Wheelbase (in.) 106
 Weight (lb.) 3,925
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. 22.0
 Towing Capacity (lb.) NR

Fuel

Electric
 EPA combined mpg 84

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz C-Class



This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or 503-hp in the S version. Additional variants include a C350e plug-in hybrid and the C43 AMG with a 3.0-liter turbo V6. Reliability has been below average. A new coupe version is available for 2017.



Base Price: \$38,500-\$80,850
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C350e, C43 AMG, C63, C63 S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 185
 Width (in.) 71
 Height (in.) 57
 Wheelbase (in.) 112
 Weight (lb.) 3,670
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 795
 Cargo Volume, cu.ft. 17.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mercedes-Benz CLA



Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better driving experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. Though the car is agile, the ride is punishingly stiff and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can rise to the \$50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels behind the wheel.



Base Price: \$32,700-\$50,400

Body Styles: sedan

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp);
2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed automatic;
7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)182
Width (in.)70
Height (in.)57
Wheelbase (in.)106
Weight (lb.)3,335
% weight front/rear61/39

Cargo Measurement

Max. Load (lb.)860
Cargo Volume, cu.ft.13.0
Towing Capacity (lb.)NR

Fuel

Premium
CR overall mpg28

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	64
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average ⬇️

Mercedes-Benz CLS



The extensively freshened CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.



Base Price: \$74,850-\$108,900

Body Styles: sedan

Trim Lines: CLS400, CLS550, CLS63 S

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 3.0-liter V6 turbo (329 hp);
4.7-liter V8 turbo (402 hp); 5.5-liter
V8 turbo (577 hp)

Transmissions: 7-speed automatic;
9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)195
Width (in.)74
Height (in.)57
Wheelbase (in.)113
Weight (lb.)4,160
% weight front/rear51/49

Cargo Measurement

Max. Load (lb.)915
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)NR

Fuel

Premium
EPA combined mpg20

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Average ⬇️

Mercedes-Benz E-Class



The E-Class delivers good fuel economy and is more nimble than the previous generation, but dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder is linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. Then again, we got a commendable 24 mpg overall. The car is quiet and handles with agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the seat's lumbar support is a multistep process done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature.



Base Price: \$52,150-\$104,400

Body Styles: sedan; wagon

Trim Lines: AMG E43, AMG E63 S, E300, E400

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp); 4.0-liter V8 turbo (603 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 194
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,030
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 1,070
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 24

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz GLA



Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is not even. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Safety features include a forward-collision mitigation system. Automatic emergency braking and blind-spot monitoring are optional. A front-drive version and a high-performance 375-hp GLA45 are available. The infotainment system has become more complicated for 2017 but is now compatible with Android Auto and Apple CarPlay.



Base Price: \$33,400-\$50,600

Body Styles: 4-door SUV

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 174
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,535
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 795
Cargo Volume, cu.ft. 23.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 26

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz GLC



✓ Based on the current C-Class, the GLC is one of the best compact luxury SUVs on the market. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety gear—such as blind-spot monitoring and cross-traffic alert—comes in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available. First-year reliability has been well above average.



Base Price: \$39,150–\$54,900
Body Styles: 4-door SUV
Trim Lines: AMG GLC43, GLC300
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp);
 3.0-liter V6 turbo (362 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 74
 Height (in.) 65
 Wheelbase (in.) 113
 Weight (lb.) 4,010
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 950
 Cargo Volume, cu.ft. 28.0
 Towing Capacity (lb.) 4,850

Fuel

Premium
 CR overall mpg 22

Overall Score	79
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	81
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Much better than average		⬆️

Mercedes-Benz GLE



Renamed from the M-Class, the GLE is a capable and luxurious midsize SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.



Base Price: \$52,000–\$108,840
Body Styles: 4-door SUV
Trim Lines: GLE350, GLE43 AMG, GLE550e, GLE63 AMG, GLE63 S AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (362 hp);
 3.0-liter V6 hybrid (436 hp); 3.5-liter V6 (302 hp); 5.5-liter V8 turbo (550 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic;
 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 189
 Width (in.) 76
 Height (in.) 71
 Wheelbase (in.) 115
 Weight (lb.) 4,915
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,080
 Cargo Volume, cu.ft. 37.5
 Towing Capacity (lb.) 7,200

Fuel

Premium
 CR overall mpg 18

Overall Score	68
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	75
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		⬆️

Mercedes-Benz GLS



Mercedes' seven-passenger SUV is freshened for the 2017 model year, with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current-and more complex-Mercedes-Benz infotainment system. Our last tested diesel GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes cross-traffic alert, blind-spot warning, and lane-keeping assist.



Base Price: \$68,700-\$124,100

Body Styles: 4-door SUV

Trim Lines: 450, 550, AMG S63

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbo (362 hp);

4.7-liter V8 turbo (449 hp); 5.5-liter

V8 turbo (577 hp)

Transmissions: 7-speed automatic;

9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 202

Width (in.) 76

Height (in.) 73

Wheelbase (in.) 121

Weight (lb.) 5,660

% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,180

Cargo Volume, cu.ft. 47.0

Towing Capacity (lb.) 7,500

Fuel

Premium

EPA combined mpg 19

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mercedes-Benz S-Class



The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady--the best we've ever tested--and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. Reliability has been well below average.



Base Price: \$96,600-\$247,900

Body Styles: convertible; coupe; sedan

Trim Lines: S500e, S550, S600, S63

AMG, S65 AMG

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 hybrid (436 hp);

4.7-liter V8 turbo (449 hp); 5.5-liter

V8 turbo (577 hp); 6.0-liter V12 turbo

(523 hp); 6.0-liter V12 turbo (621 hp)

Transmissions: 7-speed automatic;

9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 207

Width (in.) 75

Height (in.) 59

Wheelbase (in.) 125

Weight (lb.) 4,935

% weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 915

Cargo Volume, cu.ft. 16.0

Towing Capacity (lb.) NR

Fuel

Premium

CR overall mpg 18

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mercedes-Benz SL



The drop-top SL has several changes for 2017, including styling updates and more horsepower. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models--SL63 and SL65--make do with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectively. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One neat feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot detection, and lane-keeping assist.



Base Price: \$86,950-\$219,850

Body Styles: convertible

Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG

Drive Wheels: Rear

Seating: 2 front

Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)

Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lb.) 3,960
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 20

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	NA
Crash Prevention	Std./4

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

Mercedes-Benz SLC



For 2017, the updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter turbo four-cylinder that delivered ample thrust, and the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLC has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.



Base Price: \$47,950-\$60,300

Body Styles: convertible

Trim Lines: SLC300, SLC43

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 163
Width (in.) 72
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,295
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 560
Cargo Volume, cu.ft. 10.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 27

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	NA
Crash Prevention	Std./4

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1



Mini Cooper



Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has dropped to below average.



Base Price: \$20,950-\$35,600
Body Styles: 2-door hatchback; 4-door hatchback; convertible; wagon
Trim Lines: Base, Clubman, Clubman S, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)..... 151
Width (in.)..... .68
Height (in.)..... .56
Wheelbase (in.)..... .98
Weight (lb.)..... 2,775
% weight front/rear..... 63/37

Cargo Measurement

Max. Load (lb.)..... 770
Cargo Volume, cu.ft..... 9.0
Towing Capacity (lb.)..... NR

Fuel

Premium
CR overall mpg..... 30-31

Overall Score	58-66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	68-81
Crash Prevention	Opt.

Reliability History		14	15	16
Trouble Spots				
Engine Major		⬆️	⬇️	⬆️
Engine Minor		⬇️	⬆️	⬆️
Engine Cooling		⬆️	⬆️	⬆️
Transmission Major		⬆️	⬆️	⬆️
Transmission Minor		⬆️	⬆️	⬆️
Drive System		⬆️	⬆️	⬆️
Fuel System		⬆️	⬆️	⬆️
Electrical		⬆️	⬆️	⬆️
Climate System		⬆️	⬆️	⬆️
Suspension		⬇️	⬆️	⬆️
Brakes		⬆️	⬆️	⬆️
Exhaust		⬆️	⬆️	⬆️
Paint/Trim		⬆️	⬆️	⬆️
Noises/Leaks		⬇️	⬆️	⬆️
Body Hardware		⬆️	⬆️	⬆️
Power Equipment		⬆️	⬆️	⬆️
In-Car Electronics		⬇️	⬆️	⬆️
USED CAR VERDICTS		⬇️	⬇️	⬆️
NEW CAR PREDICTION	Worse than average			⬇️

Mini Cooper Clubman



The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car or a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. An all-wheel-drive version is available on the S.



Base Price: \$24,100-\$29,450
Body Styles: wagon
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)..... 168
Width (in.)..... .71
Height (in.)..... .57
Wheelbase (in.)..... 105
Weight (lb.)..... 3,175
% weight front/rear..... 59/41

Cargo Measurement

Max. Load (lb.)..... 980
Cargo Volume, cu.ft..... 23.0
Towing Capacity (lb.)..... NR

Fuel

Premium
CR overall mpg..... 28

Overall Score	57
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History		14	15	16
Trouble Spots				
Engine Major		*	*	*
Engine Minor		*	*	*
Engine Cooling		*	*	*
Transmission Major		*	*	*
Transmission Minor		*	*	*
Drive System		*	*	*
Fuel System		*	*	*
Electrical		*	*	*
Climate System		*	*	*
Suspension		*	*	*
Brakes		*	*	*
Exhaust		*	*	*
Paint/Trim		*	*	*
Noises/Leaks		*	*	*
Body Hardware		*	*	*
Power Equipment		*	*	*
In-Car Electronics		*	*	*
USED CAR VERDICTS				
NEW CAR PREDICTION	Worse than average			⬇️

Mini Cooper Countryman



The redesigned SUV-like Countryman is based on the Clubman, and offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. This Countryman is the roomiest Mini ever, and features a comfortable back seat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side and the cabin can get loud. The Mini Driving Assistant system, which includes forward-collision warning with low-speed automatic emergency braking, pedestrian warning with brake assist, is hard to find and requires buying numerous option packages. The BMW-like iDrive system has a learning curve, but ultimately proves logic.



Base Price: \$26,600-\$37,800

Body Styles: 4-door SUV

Trim Lines: Base, JCW, Plug-in Hybrid, S

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....170
Width (in.).....72
Height (in.).....61
Wheelbase (in.).....105
Weight (lb.).....3,690
% weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.).....925
Cargo Volume, cu.ft.....23.5
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....25

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Worse than average ⬆		

Mitsubishi Eclipse Cross



Mitsubishi's all-new Eclipse Cross small SUV goes on sale in early 2018. Based on the same platform as the Outlander and Outlander Sport, the Eclipse Cross slots between the two Outlander variants size-wise. All three share the same 105-in. wheelbase. The rear seat is adjustable fore/aft, and it can recline. Power comes from a 1.5-liter turbo four-cylinder mated to a CVT, with a choice of front- and all-wheel drive. A center console touchpad handles infotainment functions; the system will offer compatibility with Apple CarPlay and Android Auto. The Eclipse Cross will mark Mitsubishi's first use of a head-up display in the U.S. The Eclipse part of the new SUV's name refers back to a sports coupe sold by the company from 1990 through 2012.



Base Price: \$19,000-\$24,000E

Body Styles: 4-door SUV

Trim Lines: 1.5T

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp)

Transmissions: CVT

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆		

Facts & Figures

Exterior Dimensions

Length (in.).....173
Width (in.).....71
Height (in.).....66
Wheelbase (in.).....105
Weight (lb.).....NA
% weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....NA
Cargo Volume, cu.ft.....NA
Towing Capacity (lb.).....NA

Fuel

Regular
EPA combined mpg.....NA

Mitsubishi Lancer



Despite its recent face-lift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. Sadly, the high-performance, rally-ready Evolution version is no more.



Base Price: \$17,795–\$22,095

Body Styles: sedan

Trim Lines: ES, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....182
Width (in.).....69
Height (in.).....58
Wheelbase (in.).....104
Weight (lb.).....3,015
% weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....825
Cargo Volume, cu.ft.....12.0
Towing Capacity (lb.).....NR

Fuel

Regular
CR overall mpg.....25

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mitsubishi Mirage



Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage and, for the money, there are many much better used cars for the same price.



Base Price: \$12,995–\$16,995

Body Styles: 4-door hatchback; sedan

Trim Lines: ES, GT, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.2-liter 3 (78 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....149
Width (in.).....66
Height (in.).....59
Wheelbase (in.).....97
Weight (lb.).....2,085
% weight front/rear.....61/39

Cargo Measurement

Max. Load (lb.).....825
Cargo Volume, cu.ft.....17.0
Towing Capacity (lb.).....NR

Fuel

Regular
CR overall mpg.....37

Overall Score	37
Predicted Reliability	
Owner Satisfaction	
Road Test Score	29
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mitsubishi Outlander



Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, rare in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The upcoming plug-in hybrid will cost more than \$40,000.



Base Price: \$23,495-\$31,695

Body Styles: 4-door SUV

Trim Lines: ES, GT, Plug-in Hybrid, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 hybrid (0 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	105
Weight (lb.)	3,610
% weight front/rear	.56/.44

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium	
CR overall mpg	24

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	59
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

Mitsubishi Outlander Sport



This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



Base Price: \$19,795-\$27,695

Body Styles: 4-door SUV

Trim Lines: ES, GT, LE, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (166 hp)

Transmissions: 5-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Facts & Figures

Exterior Dimensions

Length (in.)	169
Width (in.)	70
Height (in.)	64
Wheelbase (in.)	105
Weight (lb.)	3,290
% weight front/rear	.59/.41

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	NR

Fuel

Regular	
EPA combined mpg	26

USED CAR VERDICTS

NEW CAR PREDICTION

Average

Mitsubishi i-MiEV



The i-MiEV is one of the cheapest all-electric cars available. But the downside is an underdeveloped vehicle that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 59 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf—with its roomier interior, more comfortable ride, and longer driving range—feels like a real car and is a far better choice.



Base Price: \$22,995
Body Styles: 4-door hatchback
Trim Lines: ES
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: Electric (66 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 145
 Width (in.) 62
 Height (in.) 64
 Wheelbase (in.) 100
 Weight (lb.) 2,610
 % weight front/rear 46/54

Cargo Measurement

Max. Load (lb.) 660
 Cargo Volume, cu.ft. 13.0
 Towing Capacity (lb.) NR

Fuel

Electric
 CR overall mpg 111

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	35
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Nissan Altima



✓ This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience in more demanding situations. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$22,500–\$32,690
Body Styles: sedan
Trim Lines: 2.5, 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL, 3.5 SR, Midnight Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 72
 Height (in.) 58
 Wheelbase (in.) 109
 Weight (lb.) 3,245
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 15.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 24-29

Overall Score	68-74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-80
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Nissan Armada



This less expensive version of the Infiniti QX80 is powered by a slick and powerful 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a long reach to some buttons and knobs. Seven- or eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.



Base Price: \$44,900-\$60,490

Body Styles: 4-door SUV

Trim Lines: Platinum, SL, SV

Drive Wheels: Rear, 4WD

Seating: 2 front, 2 rear, 3 third

Engines: 5.6-liter V8 (390 hp)

Transmissions: 7-speed automatic

Overall Score	59
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇️		

Facts & Figures

Exterior Dimensions

Length (in.)	209
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	121
Weight (lb.)	5,910
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,545
Cargo Volume, cu.ft.	47.0
Towing Capacity (lb.)	8,500

Fuel

Regular	
CR overall mpg	14

Nissan Frontier



Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.



Base Price: \$18,390-\$36,410

Body Styles: crew cab; extended cab

Trim Lines: DR, PRO-4X, S, SL, SV

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)

Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.)	206
Width (in.)	73
Height (in.)	70
Wheelbase (in.)	126
Weight (lb.)	4,655
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,100

Fuel

Regular	
EPA combined mpg	17

Nissan Juke



The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test.



Base Price: \$20,250–\$30,020

Body Styles: 4-door SUV

Trim Lines: NISMO, NISMO RS, S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (215 hp)

Transmissions: 6-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)	162
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	100
Weight (lb.)	3,170
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	11.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	28

Nissan Leaf



The all-electric Leaf that we tested had a 75-mile range. A full charge took 6 hours on a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile and the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. For 2017, the Leaf has a bigger standard 30-kWh battery with a claimed 107-mile range. Reliability has been above average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. For 2018, forward-collision warning with automatic emergency braking is standard. A redesign arrives soon.



Base Price: \$30,680–\$36,790

Body Styles: 4-door hatchback

Trim Lines: S, SL, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (107 hp)

Transmissions: 1-speed direct

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	61
Wheelbase (in.)	106
Weight (lb.)	3,360
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Electric	
CR overall mpg	106

Nissan Maxima



✓ The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs \$40,000. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$32,610-\$40,040

Body Styles: sedan

Trim Lines: Platinum, S, SL, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (300 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	109
Weight (lb.)	3,535
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	25

Overall Score	73
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	81
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️		⬆️
Engine Minor	⬆️		⬆️
Engine Cooling	⬆️		⬆️
Transmission Major	⬆️		⬆️
Transmission Minor	⬆️		⬆️
Drive System	⬆️		⬆️
Fuel System	⬆️		⬆️
Electrical	⬆️		⬆️
Climate System	⬆️		⬆️
Suspension	⬆️		⬆️
Brakes	⬆️		⬆️
Exhaust	⬆️		⬆️
Paint/Trim	⬆️		⬆️
Noises/Leaks	⬆️		⬆️
Body Hardware	⬆️		⬆️
Power Equipment	⬆️		⬆️
In-Car Electronics	⬆️		⬆️
USED CAR VERDICTS	⬆️		⬆️
NEW CAR PREDICTION	Average		⬆️

Nissan Murano



✓ Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with automatic braking. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$29,770-\$44,665

Body Styles: 4-door SUV

Trim Lines: Midnight Edition, Platinum, S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (260 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	75
Height (in.)	67
Wheelbase (in.)	111
Weight (lb.)	4,025
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	1,500

Fuel

Regular	
CR overall mpg.	21

Overall Score	74
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		⬆️

Nissan Pathfinder



This midsize SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. The freshened 2017 model gained 24 hp and an increased towing capability of 6,000 pounds. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$30,290-\$44,955

Body Styles: 4-door SUV

Trim Lines: Midnight Edition, Platinum, S, SL, SV

Drive Wheels: Front, 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 3.5-liter V6 (284 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	77
Height (in.)	70
Wheelbase (in.)	114
Weight (lb.)	4,505
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.5
Towing Capacity (lb.)	6,000

Fuel

Regular	
CR overall mpg	18

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Nissan Rogue



The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A hybrid version with a 176-hp, 2.0-liter engine is offered. Available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$24,420-\$32,910

Body Styles: 4-door SUV

Trim Lines: Midnight Edition, S, SL, SL Hybrid, SV, SV Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 hybrid (176 hp); 2.5-liter 4 (170 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	107
Weight (lb.)	3,590
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,100

Fuel

Regular	
CR overall mpg	24

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Nissan Rogue Sport



Measuring a foot shorter than the familiar Rogue, the new Rogue Sport gives Nissan a smaller SUV to bridge the gap between the Juke and Rogue. All trims use the same pleasant, though not overly-powerful, 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. The Sport handles responsively and rides in a civilized manner, with cabin noise kept to reasonable levels. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree view camera, which is helpful for negotiating tight parking spaces. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$21,420-\$27,420

Body Styles: 4-door SUV

Trim Lines: S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (141 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	104
Weight (lb.)	3,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NA

Fuel

Regular	
EPA combined mpg	27

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

Nissan Sentra



Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less-intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and driving experience is ho-hum and joyless. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is one of the roomiest in the class. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. A backup camera is standard on the SV. Improvements to occupant crash protection resulted in better IIHS crash-test scores, and available safety features include blind-spot warning and rear cross-traffic alert. Sportier turbo and NISMO versions are available. For 2018, most versions of the Sentra get standard forward-collision warning and automatic emergency braking.



Base Price: \$16,990-\$24,990

Body Styles: sedan

Trim Lines: NISMO, S, SL, SR, SR

Turbo, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 turbo (188 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	69
Height (in.)	59
Wheelbase (in.)	106
Weight (lb.)	2,865
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	31

Overall Score	61
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	62
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	1	1	*
Engine Minor	1	1	*
Engine Cooling	1	1	*
Transmission Major	1	1	*
Transmission Minor	1	1	*
Drive System	1	1	*
Fuel System	1	1	*
Electrical	1	1	*
Climate System	1	1	*
Suspension	1	1	*
Brakes	1	1	*
Exhaust	1	1	*
Paint/Trim	1	1	*
Noises/Leaks	1	1	*
Body Hardware	1	1	*
Power Equipment	1	1	*
In-Car Electronics	1	1	*
USED CAR VERDICTS	1	1	
NEW CAR PREDICTION	Average		1

Nissan Titan



The redesigned 2017 Titan is more pleasant than the XD version. It comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped—a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan tows 9,390 pounds.



Base Price: \$29,580–\$55,580
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum Reserve, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 228
 Width (in.) 80
 Height (in.) 77
 Wheelbase (in.) 140
 Weight (lb.) 5,770
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 1,435
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 9,390

Fuel

Regular
 CR overall mpg 16

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History

Trouble Spots			
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Nissan Versa



Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, even lags behind other unimpressive subcompacts. Overall, it feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and fuel economy is commendable at 32 mpg overall. The Versa Note is a much nicer car and a better choice.



Base Price: \$11,990–\$17,140
Body Styles: sedan
Trim Lines: S, SL, S Plus, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 175
 Width (in.) 67
 Height (in.) 60
 Wheelbase (in.) 102
 Weight (lb.) 2,430
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 15.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 32

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Average

Nissan Versa Note



This little subcompact offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.



Base Price: \$15,480-\$18,710
Body Styles: 4-door hatchback
Trim Lines: SL, S Plus, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....164
 Width (in.).....67
 Height (in.).....61
 Wheelbase (in.).....102
 Weight (lb.).....2,470
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....850
 Cargo Volume, cu.ft.....23.0
 Towing Capacity (lb.).....NR

Fuel

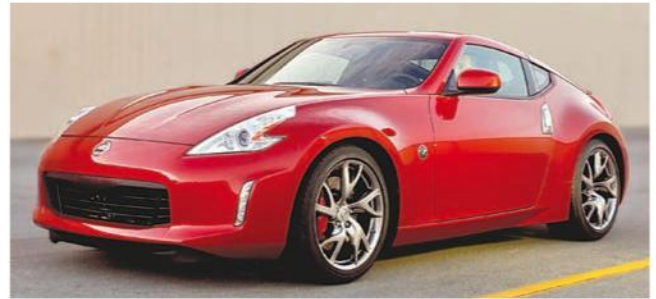
Regular
 CR overall mpg.....31

Overall Score	62
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	61
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Nissan Z



✓ Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance Nismo versions are available. A noise cancelation/enhancement system was added to quiet some of the interior racket.



Base Price: \$29,990-\$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, NISMO
 Tech, Sport, Sport Tech, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....73
 Height (in.).....52
 Wheelbase (in.).....100
 Weight (lb.).....3,385
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....450
 Cargo Volume, cu.ft.....7.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....23

Overall Score	75
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	81
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Porsche 718 Boxster



Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



Base Price: \$56,000-\$68,400
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 71
 Height (in.) 50
 Wheelbase (in.) 97
 Weight (lb.) 3,150
 % weight front/rear 44/56

Cargo Measurement

Max. Load (lb.) 485
 Cargo Volume, cu.ft. 4.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche 718 Cayman



For 2017, Porsche's coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, with immediate responses and virtually no body lean, making it fun to drive. The firm ride is fairly compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



Base Price: \$53,900-\$69,500
Body Styles: coupe
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 71
 Height (in.) 50
 Wheelbase (in.) 97
 Weight (lb.) 2,945
 % weight front/rear 45/55

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. 10.0
 Towing Capacity (lb.) NR

Fuel

Premium
 EPA combined mpg 25

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche 911



✓ The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.



Base Price: \$89,400-\$200,400
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera 4, Carrera 4S, Carrera S, GT3 R3, R, Targa 4, Targa 4S, Turbo, Turbo S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370 hp); 3.0-liter 6 turbo (420 hp); 3.8-liter 6 (430 hp); 3.8-liter 6 (475 hp); 3.8-liter 6 turbo (540 hp); 3.8-liter 6 turbo (580 hp); 4.0-liter 6 (500 hp)
Transmissions: 7-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)..... 177
 Width (in.)..... 71
 Height (in.)..... 51
 Wheelbase (in.)..... 96
 Weight (lb.)..... 3,235
 % weight front/rear..... 38/62

Cargo Measurement

Max. Load (lb.)..... 660
 Cargo Volume, cu.ft..... 5.0
 Towing Capacity (lb.)..... NR

Fuel

Premium
 CR overall mpg.....23

Overall Score	82
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Average ⚠

Porsche Cayenne



✓ The midsize Cayenne is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2.5 hours to charge with a 240-volt connector.



Base Price: \$59,600-\$159,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 (300 hp); 3.6-liter V6 turbo (420 hp); 3.6-liter V6 turbo (440 hp); 4.8-liter V8 turbo (520 hp); 4.8-liter V8 turbo (570 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 191
 Width (in.)..... 79
 Height (in.)..... 67
 Wheelbase (in.)..... 114
 Weight (lb.)..... 4,795
 % weight front/rear..... 53/47

Cargo Measurement

Max. Load (lb.)..... 1,280
 Cargo Volume, cu.ft..... 33.0
 Towing Capacity (lb.)..... 7,715

Fuel

Premium
 CR overall mpg.....19

Overall Score	72
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Average ⚠

Porsche Macan



✓ Porsche's latest addition combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017, three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-\$60,000 range, and the uplevel Turbo starts at \$76,000. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Reliability has improved to average.



Base Price: \$47,500-\$76,000
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....184
 Width (in.).....76
 Height (in.).....64
 Wheelbase (in.).....111
 Weight (lb.).....4,415
 % weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....1,150
 Cargo Volume, cu.ft.....29.0
 Towing Capacity (lb.).....5,220

Fuel

Premium
 CR overall mpg.....19

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche Panamera



The redesigned Panamera features new turbo engines and a high-tech, touch-activated control layout that features a new electronic gear selector. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent handling and cornering grip. The ride was a bit on the firm side for a luxury car, though.



Base Price: \$85,000-\$146,900
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....199
 Width (in.).....76
 Height (in.).....56
 Wheelbase (in.).....116
 Weight (lb.).....4,125
 % weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....1,375
 Cargo Volume, cu.ft.....17.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 EPA combined mpg.....21

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ram 1500



This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been well below average.



Base Price: \$26,395-\$53,375
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Big Horn, Express, HFE, Laramie, Laramie Limited, Lone Star, Outdoorsman, Rebel, SLT, Sport, Tradesman
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 229
 Width (in.) 79
 Height (in.) 79
 Wheelbase (in.) 141
 Weight (lb.) 5,495
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 1,270
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 10,050

Fuel

Regular or diesel
 CR overall mpg 15-20

Overall Score	54
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	81-82
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬆️		

Smart ForTwo



Although the second-generation Smart is improved, it's still not a smart choice unless easy parking is a priority. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive, but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access. An electric-drive version is also available.



Base Price: \$18,900-\$20,900
Body Styles: 2-door hatchback; convertible
Trim Lines: Passion, Prime, Proxy, Pure
Drive Wheels: Rear
Seating: 2 front
Engines: Electric (80 hp); 0.9-liter 3 turbo (89 hp)
Transmissions: 5-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 106
 Width (in.) 65
 Height (in.) 61
 Wheelbase (in.) 74
 Weight (lb.) 2,140
 % weight front/rear 45/55

Cargo Measurement

Max. Load (lb.) 465
 Cargo Volume, cu.ft. 8.0
 Towing Capacity (lb.) NR

Fuel

Premium or electric
 CR overall mpg 36

Overall Score	41
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	41
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆️		

Subaru BRZ



✓ Developed with Toyota, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or an automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.



Base Price: \$25,495–\$29,695

Body Styles: coupe

Trim Lines: Limited, Premium

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic;
6-speed manual

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Average

Facts & Figures

Exterior Dimensions

Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 700
Cargo Volume, cu.ft. 7.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 30

Subaru Crosstrek



The new Crosstrek reflects the improvements already seen on the redesigned Impreza, which means it promises to be quieter, more comfortable riding, and offering a more user-friendly infotainment system. The 2.0-liter, four-cylinder engine has been tweaked and given more power, while the continuously variable transmission has been fine-tuned to mimic a conventional automatic. For light-duty off-road work, the hill-descent control helps by restricting speed down steep hills without potentially locking the brakes. Subaru's EyeSight driver-assist technology is available, and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Other available safety features include blind-spot warning and rear cross-traffic warning.



Base Price: \$21,795–\$26,295

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Premium

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (152 hp)

Transmissions: 6-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Facts & Figures

Exterior Dimensions

Length (in.) 176
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,165
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) 900
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 1,500

Fuel

Regular
EPA combined mpg 29

USED CAR VERDICTS

NEW CAR PREDICTION Better than average

Subaru Forester



✓ Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced when merging or climbing hills, however. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes forward-collision warning and automatic emergency braking.



Base Price: \$22,795–\$36,090

Body Styles: 4-door SUV

Trim Lines: 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	104
Weight (lb.)	3,370
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium	
CR overall mpg	26

Overall Score	83
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Subaru Impreza



✓ The redesigned 2017 Impreza compact has more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the new Impreza has a very comfortable ride, agile and secure handling, and the cabin is considerably quieter. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic and is not overly intrusive. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for the a compact car. We recommend buying Subaru's optional EyeSight suite of advanced safety gear, which includes forward-collision warning and automatic emergency braking.



Base Price: \$18,395–\$24,595

Body Styles: sedan; wagon

Trim Lines: 2.0i, Limited, Premium, Sport

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (152 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,085
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	30

Overall Score	81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Subaru Legacy



✓ The Legacy is one of the roomier, quieter, and more refined midsize sedans—attributes that help it become one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. A rear camera is standard. Advanced safety gear such as blind-spot monitoring and the EyeSight safety suite, including automatic emergency braking, is optional.



Base Price: \$22,195–\$31,945

Body Styles: sedan

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 189
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 108
Weight (lb.) 3,470
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 26

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Subaru Outback



✓ An SUV alternative, the Outback wagon is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to a Forester or Toyota RAV4, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking and blind-spot monitoring.



Base Price: \$25,895–\$38,690

Body Styles: wagon

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 190
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 3,640
% weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 900
Cargo Volume, cu.ft. 34.0
Towing Capacity (lb.) 2,700

Fuel

Regular
CR overall mpg 22–24

Overall Score	73–75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82–85
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Subaru WRX



With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, while the optional CVT has eight predetermined ratios that the driver controls via steering wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight safety system includes automatic emergency braking and lane-departure warning. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



Base Price: \$26,995-\$40,895

Body Styles: sedan

Trim Lines: Base, Limited, Premium, STI, STI Limited

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp);

2.5-liter 4 turbo (305 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	103
Weight (lb.)	3,320
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	11.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	59
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average	⬆️	⬆️

Tesla Model 3



The latest vehicle to join Tesla's growing portfolio is the Model 3 sedan, positioned as the most affordable car in the line. With prices starting at \$35,000, the Model 3 with the 60-kWh battery promises an EPA-rated 215-mile range, swift acceleration, and a full suite of standard advanced safety features. Like with the Model S, there will be a higher-performance 75 kWh version with dual motors, giving it all-wheel drive. All Model 3s come equipped with the Autopilot driver-assist hardware that can be enabled with an over-the-air software upgrade. Sized and priced to compete with the BMW 3 Series, the Model 3 seats five in its stark cabin. The dash is barren, with the exception of a massive, landscape-oriented touch screen. Production has just begun, and should ramp up by the end of 2017.



Base Price: \$35,000-\$60,000E

Body Styles: sedan

Trim Lines: 60, 75D

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: Electric (260-300 est)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	NA
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	113
Weight (lb.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Electric	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average	⬆️	⬆️

Tesla Model S



This sleek, fully-electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 75-kWh battery we found the Tesla could cover 235 miles on a single charge. The car can be charged in about 6 hours on a dedicated Tesla connector or it can be topped off for free at public Superchargers. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the 19-inch tires and optional air suspension. The hatchback design aids versatility and the front trunk is a bonus. A huge iPad-like center touchscreen interfaces with most functions but proves distracting. Other drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available.



Base Price: \$68,300–\$133,300
Body Styles: sedan
Trim Lines: 100D, 60, 60D, 75, 75D, 90D, P100D
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)77
 Height (in.)57
 Wheelbase (in.)117
 Weight (lb.)4,960
 % weight front/rear51/49

Cargo Measurement

Max. Load (lb.)890
 Cargo Volume, cu.ft.32.0
 Towing Capacity (lb.)NR

Fuel

Electric
 CR overall mpg87

Overall Score	86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	100
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Tesla Model X



The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold if you have the two captain's chairs, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range. First-year reliability has been well below average.



Base Price: \$81,300–\$134,300
Body Styles: 4-door SUV
Trim Lines: 100D, 75D, 90D, P100D
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)198
 Width (in.)82
 Height (in.)64
 Wheelbase (in.)117
 Weight (lb.)5,415
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)1,170
 Cargo Volume, cu.ft.26.0
 Towing Capacity (lb.)5,000

Fuel

Electric
 CR overall mpg92

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Toyota 4Runner



Tough and ready to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs on all other counts. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low in our testing to be recommended.



Base Price: \$33,210–\$44,560

Body Styles: 4-door SUV

Trim Lines: Limited, SR5, SR5

Premium, Trail, Trail Premium, TRD Pro

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 4.0-liter V6 (270 hp)

Transmissions: 5-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	76
Height (in.)	72
Wheelbase (in.)	110
Weight (lb.)	4,665
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	44.5
Towing Capacity (lb.)	5,000

Fuel

Regular	
CR overall mpg.	18

Overall Score	62
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	55
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota 86



✓ For 2017, the Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or an automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly—with almost no body lean—but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display.



Base Price: \$26,255–\$26,975

Body Styles: coupe

Trim Lines: 860 SE, Base

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	51
Wheelbase (in.)	101
Weight (lb.)	2,770
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lb.)	700
Cargo Volume, cu.ft.	7.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg.	30

Overall Score	73
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	78
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆️		

Toyota Avalon



✓ Spacious, quick, and quiet, the Avalon is an old-school big sedan updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Avalons from 2013-15 had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. Advanced safety features including forward-collision warning and automatic emergency braking are standard.



Base Price: \$33,500-\$42,800

Body Styles: sedan

Trim Lines: Hybrid Limited, Hybrid XLE Plus, Hybrid XLE Premium, Limited, XLE, XLE Plus, XLE Premium, XLE Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 111
Weight (lb.) 3,590
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 930
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 24

Overall Score	83
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	80
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Toyota C-HR



Apparently, Toyota thinks what the world needs is another Nissan Juke: Witness the C-HR, or Coupe High-Rider. Once past the C-HR's funky and polarizing styling, we found that the Toyota drives decently. The ride is firm yet agreeable and handling is quite nimble, making it enjoyable to drive. The engine and continuously variable transmission combine to make an unobtrusive companion. Some macho, SUV-like street cred is gained by the C-HR's raised cabin height and bulky fenders. Hidden rear door handles give the impression that it's a two-door coupe. Inside, the front seats are comfortable, though more so in the XLE Premium, which has more adjustments. While the rear seat is roomy enough, the small windows create a dark cabin with difficult visibility. Initially, the C-HR is available only with front-wheel drive.



Base Price: \$22,500-\$24,350

Body Styles: 4-door SUV

Trim Lines: XLE, XLE Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (144 hp)

Transmissions: CVT

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions

Length (in.) 171
Width (in.) 71
Height (in.) 62
Wheelbase (in.) 104
Weight (lb.) 3,290
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 835
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) NR

Fuel

Regular
EPA combined mpg 29

Toyota Camry



Based on an all-new platform, the redesigned 2018 Camry is slightly more nimble, but retains its comfortable and quiet demeanor. The lower stance makes access a bit more difficult and the rear seat has lost some roominess. Power comes from familiar engines, a 3.5-liter V6 and 2.5-liter four-cylinder, paired to a new eight-speed automatic transmission. A four-cylinder hybrid is also available, mated to a continuously variable transmission. The premium-looking interior upgrades throughout nudge the car upscale, particularly on XLE versions. The new Entune infotainment system is more capable and easier to use, but lacks Apple CarPlay and Android Auto capability. Standard safety equipment includes forward-collision warning, automatic emergency braking, lane-departure warning. Blind-spot monitoring and rear cross-traffic alert are available on certain models.



Base Price: \$23,495-\$34,950

Body Styles: sedan

Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 191
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,295
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) 925
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
EPA combined mpg 32

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Toyota Corolla



✓ The Corolla delivers a comfortable ride and has a quiet, spacious interior for a compact sedan. Handling is lackluster but very secure. A sportier S version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall and returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. Forward-collision warning with automatic emergency braking is now standard.



Base Price: \$18,500-\$22,680

Body Styles: sedan

Trim Lines: 50th Anniversary Edition, L, LE, LE Eco, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)

Transmissions: 6-speed manual; CVT

Overall Score	77
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	71
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average ⬆		

Facts & Figures

Exterior Dimensions

Length (in.) 183
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,900
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 865
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 32

Toyota Corolla iM



✓ The iM is essentially a better-handling Corolla hatchback and is highlighted by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. For 2017, Toyota retired the Scion brand, so this car is now called Corolla iM. Toyota has made forward-collision warning with automatic braking standard.



Base Price: \$18,750–\$19,490
Body Styles: 4-door hatchback
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 171
 Width (in.)69
 Height (in.)58
 Wheelbase (in.) 102
 Weight (lb.) 2,990
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 915
 Cargo Volume, cu.ft. 21.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 31

Overall Score	70
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	64
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average ⬆		

Toyota Highlander



✓ The Toyota Highlander ranks among the best midsize, three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The punchy 3.5-liter V6 is now matched to an eight-speed automatic. While the new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The Hybrid version gets 25 mpg overall. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is now standard.



Base Price: \$30,630–\$47,880
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.)76
 Height (in.)70
 Wheelbase (in.) 110
 Weight (lb.) 4,570
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,340
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg 22-25

Overall Score	84-86
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82-85
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Toyota Land Cruiser



✓ Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. Coupled with an eight-speed automatic transmission, it's luxurious, quick, quiet, comfortable, and refined. We tested it with the old six-speed transmission, and it proved thirsty for fuel, at 14 mpg overall. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.



Base Price: \$84,325

Body Styles: 4-door SUV

Trim Lines: Base

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (381 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	74
Wheelbase (in.)	112
Weight (lb.)	5,855
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lb.)	1,230
Cargo Volume, cu.ft.	43.0
Towing Capacity (lb.)	8,200

Fuel

Regular	
CR overall mpg	14

Overall Score	74
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	68
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Better than average ⬆			

Toyota Mirai



The \$57,000 Mirai is the first hydrogen-powered fuel-cell vehicle available for retail sale. It has a range of nearly 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It takes a few minutes to fill the tank as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing or planned fueling stations on the coasts, but even so, these are few and far between. Acceleration from the 153-hp electric motor feels sluggish in this heavy sedan, but otherwise the driving experience is like any other electric car. The Mirai is about the size of a Camry and seats four. Handling is rather clumsy but secure; the ride is comfortable and the cabin is quiet. Toyota is offering free fuel for the duration of the \$349 per month, three-year lease.



Base Price: \$57,500

Body Styles: sedan

Trim Lines: Base

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: Electric (153 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	72
Height (in.)	50
Wheelbase (in.)	109
Weight (lb.)	4,100
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lb.)	690
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Hydrogen	
CR overall mpg	67

Overall Score	63
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	61
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION Better than average ⬆			

Toyota Prius



In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. On top of that, the new car also handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, can go about 23 miles on electric power, and takes five hours to charge on 120V. Forward-collision warning with automatic braking is standard.



Base Price: \$24,685-\$30,015
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures
Exterior Dimensions
 Length (in.) 179
 Width (in.) 69
 Height (in.) 58
 Wheelbase (in.) 106
 Weight (lb.) 3,080
 % weight front/rear 61/39
Cargo Measurement
 Max. Load (lb.) 825
 Cargo Volume, cu.ft. 22.0
 Towing Capacity (lb.) NR
Fuel
 Regular
 CR overall mpg 52

Toyota Prius C



This smaller, less expensive alternative to the regular Prius feels like a Spartan subcompact, but with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is above average, but the Prius C scored too low to be recommended. Automatic emergency braking is standard.



Base Price: \$20,630-\$24,965
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures
Exterior Dimensions
 Length (in.) 159
 Width (in.) 67
 Height (in.) 59
 Wheelbase (in.) 100
 Weight (lb.) 2,545
 % weight front/rear 61/39
Cargo Measurement
 Max. Load (lb.) 845
 Cargo Volume, cu.ft. 17.0
 Towing Capacity (lb.) NR
Fuel
 Regular
 CR overall mpg 43

Toyota Prius Prime



✓ The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. However, the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes two hours to charge the Prime through a 240 volt connector, and five hours on regular 120 volts. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With slightly altered styling than the regular Prius, the Prime is can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. Ride and handling are quite similar to the regular Prius, with responsive handling and a compliant ride. Standard safety features include automatic emergency braking and lane-keep assist.



Base Price: \$27,100-\$33,100

Body Styles: 4-door hatchback

Trim Lines: Advanced, Plus, Premium

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.8-liter 4 electric (121 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 183
Width (in.)69
Height (in.)58
Wheelbase (in.) 106
Weight (lb.) 3,410
% weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 670
Cargo Volume, cu.ft. 20.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 69

Overall Score	73
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	74
Crash Prevention	Std./⬆

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average	⬆	

Toyota Prius V



✓ This wagon version of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure but hardly inspiring. Rear visibility is better than in the standard Prius. A larger 4.1-inch dash-top screen for trip computer functions is also new.



Base Price: \$26,675-\$30,935

Body Styles: wagon

Trim Lines: Five, Four, Three, Two

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 hybrid (134 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.)70
Height (in.)62
Wheelbase (in.) 109
Weight (lb.) 3,280
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 915
Cargo Volume, cu.ft. 32.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 41

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average	⬆	⬆

Toyota RAV4



✓ For years, the RAV4 has consistently been among the top-ranked small SUVs. The current RAV4's cabin is quieter, the ride is smoother, it has a suite of advanced safety features, and it offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. Forward-collision warning and automatic emergency braking are standard.



Base Price: \$24,910–\$36,150
Body Styles: 4-door SUV
Trim Lines: Hybrid Limited, Hybrid XLE, LE, Limited, Platinum, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 180
 Width (in.) 73
 Height (in.) 65
 Wheelbase (in.) 105
 Weight (lb.) 3,620
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 37.0
 Towing Capacity (lb.) 1,500

Fuel

Regular
 CR overall mpg. 24-31

Overall Score	78-79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-75
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Sequoia



✓ The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Blind-spot monitoring and lane-departure warning are available. Electronic connectivity includes Toyota's Entune touch-screen audio system.



Base Price: \$45,460–\$65,215
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 205
 Width (in.) 80
 Height (in.) 75
 Wheelbase (in.) 122
 Weight (lb.) 6,025
 % weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 1,230
 Cargo Volume, cu.ft. 61.0
 Towing Capacity (lb.) 7,300

Fuel

Regular
 CR overall mpg. 15

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	NA

Reliability History			
Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Toyota Sienna



✓ As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6 but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version—the only such minivan on the market—sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over any other minivan. A backup camera is standard, and 2018 brings standard forward-collision warning and automatic emergency braking.



Base Price: \$29,750–\$47,310

Body Styles: minivan

Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 (296 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 200
Width (in.).....78
Height (in.).....71
Wheelbase (in.)..... 119
Weight (lb.)..... 4,550
% weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.)..... 1,290
Cargo Volume, cu.ft..... 70.5
Towing Capacity (lb.)..... 3,500

Fuel

Regular
CR overall mpg..... 21

Overall Score	82
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	79
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		

Toyota Tacoma



The Tacoma remains as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available. First-year reliability of the redesign has been well below average.



Base Price: \$24,120–\$42,760

Body Styles: crew cab; extended cab

Trim Lines: Limited, SR, SR5, TRD

Off-Road, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)..... 212
Width (in.).....74
Height (in.).....71
Wheelbase (in.)..... 127
Weight (lb.)..... 4,450
% weight front/rear.....56/44

Cargo Measurement

Max. Load (lb.)..... 1,000
Cargo Volume, cu.ft..... NA
Towing Capacity (lb.)..... 6,400

Fuel

Regular
CR overall mpg..... 19

Overall Score	41
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	46
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average		

Toyota Tundra



✓ Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower.



Base Price: \$30,020–\$50,030

Body Styles: crew cab; extended cab; regular cab

Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 229
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 146
Weight (lb.) 5,740
% weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 1,395
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 10,000

Fuel

Regular
CR overall mpg 15

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	63
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Toyota Yaris



The Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2018 model year forward-collision warning with automatic emergency braking is standard.



Base Price: \$15,635–\$19,060

Body Styles: 2-door hatchback; 4-door hatchback

Trim Lines: L, LE, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (106 hp)

Transmissions: 4-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 154
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 99
Weight (lb.) 2,385
% weight front/rear 62/38

Cargo Measurement

Max. Load (lb.) 845
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 32

Overall Score	57
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	47
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Yaris iA



✓ For 2017, the Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and is based on the new Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or an automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. A backup camera is standard. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.



Base Price: \$15,950–\$17,050

Body Styles: sedan

Trim Lines: Base

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (106 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	101
Weight (lb.)	2,420
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	35

Overall Score	67
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	60
Crash Prevention	Std./⬇️

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	⬆️
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Volkswagen Atlas



Volkswagen has joined the three-row family SUV segment with its all-new Atlas. A 276-hp, 3.6-liter V6 powers most versions, and is available with either front- or all-wheel drive. A 235-hp, 2.0-liter turbocharged four-cylinder is available only with front-wheel drive. Both use an eight-speed automatic. The V6 moves the Atlas with authority. Handling is quite agile for such a large beast, and the ride has a firm edge but is civilized and the cabin is quiet. The cabin is uncluttered, with simple controls, and the third-row seat is roomy enough for adults. Interior fit and finish is more substantial than most competitors. Second-row captain's chairs are optional on most trims, and all trims except the S get an 8.0-inch infotainment screen. Advanced safety features such as adaptive cruise control and forward-collision warning with automatic braking is available.



Base Price: \$30,500–\$48,490

Body Styles: 4-door SUV

Trim Lines: Launch Edition, S, SE, SEL, SEL premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (235 hp);
3.6-liter V6 (276 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	117
Weight (lb.)	4,670
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,215
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	5,000

Fuel

Premium	
EPA combined mpg	19

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	⬇️
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Volkswagen Beetle



The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Recent updates include an available rearview camera and blind-spot detection. Reliability has been well below average.



Base Price: \$19,495-\$32,550

Body Styles: 2-door hatchback; convertible

Trim Lines: Classic, Dune, S, SE, SEL

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.8-liter 4 turbo (170 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....168
Width (in.).....71
Height (in.).....59
Wheelbase (in.).....100
Weight (lb.).....3,040
% weight front/rear.....62/38

Cargo Measurement

Max. Load (lb.).....835
Cargo Volume, cu.ft.....11.0
Towing Capacity (lb.).....NR

Fuel

Regular
CR overall mpg.....27

Overall Score	46
Predicted Reliability	
Owner Satisfaction	
Road Test Score	59
Crash Prevention	NA

Reliability History

Trouble Spots	14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Volkswagen GTI



The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are now available. Reliability has dropped below average.



Base Price: \$24,995-\$34,395

Body Styles: 2-door hatchback; 4-door hatchback

Trim Lines: Autobahn, S, SE, Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)

Transmissions: 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....166
Width (in.).....70
Height (in.).....58
Wheelbase (in.).....102
Weight (lb.).....3,155
% weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....1,045
Cargo Volume, cu.ft.....24.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....29

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf



The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert. Reliability has been below average.



Base Price: \$19,895-\$40,475
Body Styles: 4-door hatchback
Trim Lines: eGolf, R, S, Wolfsburg
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (134 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)168
 Width (in.)71
 Height (in.)57
 Wheelbase (in.)104
 Weight (lb.)3,090
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.)1,005
 Cargo Volume, cu.ft.24.0
 Towing Capacity (lb.) NR

Fuel

Regular or premium or electric
 CR overall mpg28

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬆️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬆️	⬆️
Transmission Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬆️	⬆️
Noises/Leaks	*	⬆️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬆️
In-Car Electronics	*	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average	⬆️	⬆️

Volkswagen Golf Alltrack



Volkswagen turned the Golf wagon into a small-SUV alternative with the Alltrack by endowing it with standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The Alltrack feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter, 170-hp turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. The Alltrack can get expensive; desirable features such as automatic climate control and power seats come only on the top SEL trim. Automatic emergency braking is optional, but blind-spot monitoring is not available.



Base Price: \$25,850-\$32,890
Body Styles: wagon
Trim Lines: S, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)180
 Width (in.)71
 Height (in.)60
 Wheelbase (in.)104
 Weight (lb.)3,465
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.)1,010
 Cargo Volume, cu.ft.30.5
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg25

Overall Score	66
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	89
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average	⬆️	⬆️

Volkswagen Jetta



A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive, and the ride is comfortable. The refined and energetic 1.4-liter turbocharged four-cylinder delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a tauter suspension that delivers nimbler handling, better brakes, and a richer-looking interior. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors'. Reliability has dropped to well below average. Expect a redesign to be unveiled soon.



Base Price: \$17,895–\$28,995

Body Styles: sedan

Trim Lines: GLI, S, SE, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (150 hp);
1.8-liter 4 turbo (170 hp); 2.0-liter 4
turbo (210 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 104
Weight (lb.) 3,040
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Regular or premium

CR overall mpg. 27-32

Overall Score	57-59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Volkswagen Passat



With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus, and active safety features such as automatic emergency braking are standard. Reliability has dropped below average.



Base Price: \$22,440–\$33,995

Body Styles: sedan

Trim Lines: R-Line, S, SE, SEL, SEL

Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 turbo (170 hp);
3.6-liter V6 (280 hp)

Transmissions: 6-speed automatic;
6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lb.) 3,320
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,115
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium

CR overall mpg. 23-28

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-82
Crash Prevention	Std./

Reliability History			
Trouble Spots	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Tiguan



The redesigned, second-generation Tiguan is now one of the largest models in the small SUV category, which allows for a third row seat. Power comes from a 184-hp, 2.0-liter turbo four-cylinder linked to an eight-speed automatic. While seemingly down on power, the Tiguan responds promptly at low revs. All-wheel-drive is optional. Desirable options such as a power seat and automatic climate control now come on the mainstream SE. Handling is sound but not as nimble as the original Tiguan, the ride is comfortable, the cabin one of the quietest in the segment and the second row is very roomy. Options include a panoramic sunroof and foot-activated power liftgate. The SE also offers a variety of safety features, including forward-collision warning, automatic emergency braking, lane-departure warning, and an automatic post-collision braking system.



Base Price: \$25,345-\$37,550
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SEL Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (184 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 185
 Width (in.) 72
 Height (in.) 66
 Wheelbase (in.) 110
 Weight (lb.) 3,775
 % weight front/rear NA
Cargo Measurement
 Max. Load (lb.) 1,215
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 1,500

Fuel

Premium
 EPA combined mpg 23

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Volvo S60



✓ The S60 offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. But some controls are unintuitive, the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has raised ground clearance. The Inscription model adds almost 3 inches of rear legroom. Reliability has been average.



Base Price: \$33,950-\$60,000
Body Styles: sedan
Trim Lines: Cross Country, Polestar, T5, T5 Inscription, T6
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
 Width (in.) 73
 Height (in.) 58
 Wheelbase (in.) 109
 Weight (lb.) 3,610
 % weight front/rear 62/38
Cargo Measurement
 Max. Load (lb.) 1,025
 Cargo Volume, cu.ft. 12.0
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg 25

Overall Score	73
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Std./⬇️

Reliability History

Trouble Spots	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Volvo S90



Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan, due to the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. For 2018 the S90 is available as a long-wheelbase version with a roomier rear seat. The V90 is the wagon version.



Base Price: \$48,100–\$68,150

Body Styles: sedan

Trim Lines: T5 Inscription, T5

Momentum, T6 Inscription, T6

Momentum, T8 Plug-in

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp);

2.0-liter 4 turbo (316 hp); 2.0-liter 4

hybrid (407 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195

Width (in.) 74

Height (in.) 57

Wheelbase (in.) 116

Weight (lb.) 4,085

% weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 950

Cargo Volume, cu.ft. 14.0

Towing Capacity (lb.) 3,500

Fuel

Premium

CR overall mpg 23

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./ 

Reliability History

Trouble Spots	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average 

Volvo V60



This wagon version of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross Country version has higher ground clearance. Reliability has improved to average, but the V60 scores too low to recommend.



Base Price: \$36,150–\$61,600

Body Styles: wagon

Trim Lines: Cross Country, Polestar,

T5, T6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp);

2.0-liter 4 turbo (302 hp); 2.0-liter 4

turbo (362 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 183

Width (in.) 73

Height (in.) 61

Wheelbase (in.) 109

Weight (lb.) 3,925

% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 990

Cargo Volume, cu.ft. 26.0

Towing Capacity (lb.) 3,300

Fuel

Regular

CR overall mpg 21

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./ 

Reliability History

Trouble Spots	14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION			

Average 

Volvo XC60



The redesigned 2018 XC60 is Volvo's modern, up-to-date compact luxury SUV. Styled like a baby XC90, the new XC60 is available with a choice of three engines, each mated to an eight-speed automatic and all-wheel drive. The base T5 features a 250-hp, 2.0-liter turbo four-cylinder engine. The T6 uses a 316-hp, 2.0-liter turbo and supercharged four-cylinder. The top model is the T8, a 400-hp plug-in hybrid version that uses the turbo-supercharged four-cylinder. The cabin is similar to the XC90's, down to the large touch-screen infotainment system that dominates the center of the dashboard. Volvo's advanced safety system, City Safety, encompasses both low- and high-speed automatic emergency braking. A variety of new safety features will be offered, including those that help steer the SUV around objects in the road.



Base Price: \$41,500–\$56,700

Body Styles: 4-door SUV

Trim Lines: Inscription, Momentum, R-Design, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	79
Height (in.)	65
Wheelbase (in.)	113
Weight (lb.)	4,075
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,500

Fuel

Regular	
EPA combined mpg	24

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬇️

Reliability History

Trouble Spots	14	15	16
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬆️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬆️	⬆️
Transmission Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬆️	⬆️
Noises/Leaks	*	⬆️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬆️
In-Car Electronics	*	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Average	⬆️	

Volvo XC90



The XC90 is a competitive three-row SUV. Base models use a 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff-though the optional air suspension makes it slightly better. The interior is quiet, plush, and modern, with super-comfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that's frustrating to use. Many electronic safety features are available. First-year reliability has been well below average.



Base Price: \$45,750–\$104,900

Body Styles: 4-door SUV

Trim Lines: T5 Inscription, T5

Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	84
Height (in.)	70
Wheelbase (in.)	118
Weight (lb.)	4,595
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	1,210
Cargo Volume, cu.ft.	35.0
Towing Capacity (lb.)	5,000

Fuel

Premium	
CR overall mpg	20

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	14	15	16
Engine Major	*	*	⬆️
Engine Minor	*	*	⬆️
Engine Cooling	*	*	⬆️
Transmission Major	*	*	⬆️
Transmission Minor	*	*	⬆️
Drive System	*	*	⬆️
Fuel System	*	*	⬆️
Electrical	*	*	⬆️
Climate System	*	*	⬆️
Suspension	*	*	⬆️
Brakes	*	*	⬆️
Exhaust	*	*	⬆️
Paint/Trim	*	*	⬆️
Noises/Leaks	*	*	⬆️
Body Hardware	*	*	⬆️
Power Equipment	*	*	⬆️
In-Car Electronics	*	*	⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Much worse than average		⬆️

Road Tests Highlights

Consumer Reports conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list test results from Consumer Reports testing, which allow you to easily compare models. Here is an explanation about the criteria that appear in the charts:

■ **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different test results depending on the trim and equipment level, body style, and engine type.

■ **Trans** indicates the transmission type and number of speeds. Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential,

and 1-spd. dir. is 1-speed direct drive.

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes displacement, number of cylinders, and configuration we tested.

■ **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling, with the figure indicating the number of seconds needed to reach those speeds. The **¼-mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling

when it reached that distance.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Performance** includes our emergency-handling and turning circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information on the vehicles we have tested and to continue your research, visit our comprehensive website at [CR.org](https://www.consumerreports.org). Subscribers have access to all of our test results, detailed reliability and owner satisfaction ratings, and our expert reviews.



PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 MPH (sec.)	0-60 MPH (sec.)	1/4 mi (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Acura ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	279	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Alfa Romeo Giulia Ti (AWD)	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Audi A3 Premium	seq 6	186	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 3.0T	auto 8	333	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 4.0T	auto 8	450	4.0-liter V8 turbo	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW M240i	man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW 330i xDrive	auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 530i xDrive	auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW 750i xDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
BMW i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
Buick Cascada Premium	auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Encore Preferred II	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium	auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	auto 9	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Cadillac ATS Luxury	auto 8	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Luxury	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Luxury	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium Luxury	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Bolt Premier	1-spd. dir.	200	Electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	auto 6	181	2.8-liter 4 turbo	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Equinox LT	auto 6	170	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Impala Premier	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	auto 6	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet Suburban Premier	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 MPH (sec.)	0-60 MPH (sec.)	1/4 mi (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Journey GT	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 124 Lusso	man 6	160	1.4-liter 4 turbo	31	23	40	2.3	7.1	15.4 @ 92	121	130	56.0	32
Fiat 500C Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
Fiat 500 Lounge	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500L Pop	auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-MAX Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
Ford C-MAX Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Expedition Limited EL	auto 6	365	3.5-liter V6 turbo	14	10	19	2.7	7.2	15.7 @ 91	136	155	45.0	45
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT (2.7L)	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	45.5	49
Ford F-150 XLT (3.5L)	auto 10	375	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
Ford Fiesta SE (1.0T)	man 6	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
Ford Fiesta SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Fiesta SE	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Flex SEL	auto 6	365	3.5-liter V6 turbo	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus SE (2.0L)	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Focus Electric	1-spd. dir.	143	Electric	107**	108**	107**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Taurus Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
GMC Acadia Denali	auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Yukon SLT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Genesis G80 3.8 (AWD)	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Genesis G90 Premium (AWD)	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
Honda Accord EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40
Honda Accord LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
Honda CR-V LX	CVT	184	2.4-liter 4	27	19	36	3.7	8.6	16.8 @ 87	133	149	52.5	38
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 MPH (sec.)	0-60 MPH (sec.)	1/4 mi (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Elantra SE	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Ioniq SEL	seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Santa Fe SE	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport Base	auto 6	185	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Sonata SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
Hyundai Tucson Sport	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Hyundai Tucson SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Veloster Base	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
Infiniti Q50 3.0t Premium (AWD)	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti Q70 Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti QX30 Premium	seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX60 Base	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX70 Base	auto 7	325	3.7-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
Infiniti QX80	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XF Prestige (AWD)	auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
Jaguar XJL Portfolio	auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Compass Latitude	auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited EcoDiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
Kia Cadenza Premium	auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Forte LX	auto 6	147	2.0-liter 4	33	21	49	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Optima EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Sedona EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Lexus CT 200h	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11.0	18.3 @ 78	133	146	54.5	37
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 MPH (sec.)	0-60 MPH (sec.)	1/4 mi (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Lexus GS 350	auto 8	311	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lincoln Continental Select (AWD)	auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ Hybrid	auto 6	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln MKZ Reserve	auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln Navigator Base	auto 6	380	3.5-liter V6 turbo	15	10	20	2.6	7.0	15.6 @ 90	136	151	48.5	41
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 4MATIC	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA 250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 4MATIC	auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA 250	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC 300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE 350	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz S550 4MATIC	auto 9	449	4.7-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Base	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Clubman Base	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S	auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Lancer ES	CVT	148	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Mitsubishi i-MiEV ES	1-spd. dir.	66	Electric	111**	104**	116**	4.9	14.7	20.2 @ 69	132	146	52.0	33
Nissan Altima 2.5 SV	CVT	179	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Leaf SL	1-spd. dir.	107	Electric	106**	86**	118**	3.4	10.3	17.8 @ 77	136	149	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Titan SV	auto 7	390	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Nissan Versa Note SL	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 MPH (sec.)	0-60 MPH (sec.)	1/4 mi (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche 911 Carrera S	man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne Base	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
Smart ForTwo Passion	seq 6	89	0.9-liter 3 turbo	36	25	48	4.4	11.2	18.6 @ 78	132	140	52.5	24
Subaru BRZ Premium	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model S P90D	1-spd. dir.	532	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Corolla LE	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Highlander XLE	auto 8	295	3.5-liter V6	22	15	31	2.8	7.4	15.8 @ 92	134	146	48.5	42
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Land Cruiser	auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Prius Four	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Prime Premium	CVT	121	1.8-liter 4 + electric	69*	56*	81*	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 8	296	3.5-liter V6	21	14	30	3.2	7.7	16.0 @ 92	137	154	49.5	39
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris LE	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Toyota Yaris iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Volkswagen Beetle S	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen GTI SE	seq 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Golf Alltrack SE	seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen Golf Wolfsburg	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen Jetta GLI	man 6	210	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta SE	seq 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volvo S60 T5	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo V60 Cross Country	auto 8	240	2.0-liter 4 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **MPG equivalent

Safety Update and Crash-Test Ratings

When assessing safety, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle. As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our new overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the front small-overlap crash test. It replicates a 40-mph crash in which 40 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting an oncoming vehicle straight on.

Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. CR won't recommend any vehicle that scores Poor in any crash test.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can only be compared among vehicles



of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a — means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

■ **IIHS Safety tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight for up to 5 inches of roof crush.

■ **NHTSA Safety tests.** These tests are conducted by the National Highway Traffic Safety Administration, and measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Braking – City	Automatic Braking – Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/ Side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	⬆	Opt.	—	—	—	Good	Good	—	—	—	—	—
Fiat 500	⬆	—	—	—	Poor	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Ford Fiesta	⬇️⬆	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Honda Fit	⬆	Opt.	Opt.	—	—	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Hyundai Accent	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Hyundai Veloster	⬆	—	—	—	Marg.	Good	Accept.	Good	Good	⬆	⬆/⬆	⬆/—
Kia Rio	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mini Cooper Base	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Mitsubishi i-MiEV	⬇️	—	—	—	—	—	—	—	—	⬆	⬆/⬇️	⬆/—
Mitsubishi Mirage	⬇️	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Nissan Versa	⬇️	—	—	—	—	—	Good	Good	Good	—	⬆/—	⬆/—
Nissan Versa Note	⬇️	—	—	—	—	Good	—	—	—	—	⬇️/—	⬆/—
Smart ForTwo	⬇️	Opt.	—	—	—	Good	Good	—	—	⬆	⬆/⬆	⬆/—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD

CARS: SUBCOMPACT *Continued*

Toyota Prius C	1	Std.	Std.	—	Accept.	Good	Good	Good	Good	2	2/2	2/—
Toyota Yaris	1	Std.	Std.	—	Marg.	Good	Good	Good	Good	2	2/2	2/—
Toyota Yaris iA	1	—	Std.	—	Good	Good	Good	Good	Good	2	2/2	2/—

CARS: COMPACT

Acura ILX	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Audi A3	2	Std.	Std.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/2
BMW i3	2	Opt.	Opt.	Opt.	Good	Good	Good	Accept.	Good	—	—	—
Chevrolet Bolt	1	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Chevrolet Cruze	2	Opt.	—	—	—	Good	Good	—	—	2	2/2	2/—
Chevrolet Sonic	2	Opt.	—	—	Good	Good	Good	Good	Good	2	2/2	2/—
Chevrolet Volt	1	Opt.	Opt.	—	Good	Good	Good	Good	Good	2	2/2	2/—
Fiat 500L	2	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	1-2	—	—	—	Accept.	Good	Good	Good	Good	2	2/2	2/—
Ford Focus Electric	1	—	—	—	—	—	—	—	—	—	—	—
Honda Civic	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Hyundai Elantra	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Hyundai Ioniq	1	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	2/—
Kia Forte	2	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	2	2/2	2/—
Kia Niro	1	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	2	Opt.	—	—	Good	Good	Good	Good	Good	2	2/2	2/—
Mazda 3	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Mercedes-Benz B-Class ED	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Clubman	2	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mitsubishi Lancer	1	—	—	—	Accept.	Good	Good	Good	Good	2	2/2	2/2
Nissan Leaf	1	—	—	—	Poor	Good	Good	Good	Good	2	2/2	2/—
Nissan Sentra	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Subaru Impreza	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	—/2
Toyota Corolla	1	Std.	Std.	Std.	Good	Good	Good	Good	Good	2	2/2	2/—
Toyota Corolla iM	2	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Mirai	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius	1	Std.	Std.	Std.	Good	Good	Good	Good	Good	2	2/2	2/—
Toyota Prius Prime	1	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Volkswagen Beetle	1	—	—	—	Marg.	Good	Good	Good	Good	2	2/2	2/—
Volkswagen Golf	2	Opt.	Opt.	—	Good	Good	Good	Good	Good	2	2/2	2/2
Volkswagen Golf Alltrack	2	Opt.	Opt.	—	Good	Good	Good	Good	Good	2	2/2	—/2
Volkswagen Jetta	2	Opt.	Opt.	—	Good	Good	Good	Good	Good	2	2/2	2/—

CARS: MIDSIZED

Chevrolet Malibu	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Ford C-MAX Hybrid	1	Opt.	—	—	Accept.	Good	Good	Good	Good	2	2/2	2/—
Ford C-MAX Plug-in	1	Opt.	—	—	—	—	—	—	—	2	2/2	2/—
Ford Fusion	1-2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/2
Honda Accord	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Honda Clarity	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Hyundai Sonata	1	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Kia Optima	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Mazda 6	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Nissan Altima	2	Std.	Std.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/—
Subaru Legacy	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	—/2
Subaru Outback	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	—/2
Toyota Camry	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius V	1	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	2/—
Volkswagen Passat	2	Std.	Std.	—	Good	Good	Good	Good	Good	2	2/2	2/—

Ratings & Reference > Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests			
	Accident Avoidance	Forward-Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD	
CARS: LUXURY MIDSIZED													
Acura TLX	⬆	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Alfa Romeo Giulia	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Audi A4	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
BMW 3 Series	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Buick Regal	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Cadillac ATS	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬆/⬆	
Infiniti Q50	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	⬆/⬆	
Jaguar XE	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Lexus CT 200h	⬇	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—	
Lexus ES	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬇/—	
Lexus IS	⬇	Std.	Std.	Std.	Accept.	Good	Good	—	Good	⬆	⬆/⬆	⬆/⬆	
Lincoln MKZ	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Mercedes-Benz C-Class	⬇	Opt.	Std.	Std.	Good	Good	Good	Good	Good	⬇	⬆/⬆	⬆/⬆	
Mercedes-Benz CLA	⬆	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	
Tesla Model 3	—	Std.	Std.	—	—	—	—	—	—	—	—	—	
Volvo S60	⬆	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Volvo V60	⬇	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—	
CARS: LARGE/LUXURY													
Acura RLX	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Audi A6	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Audi A7	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Audi A8	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
BMW 5 Series	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—	
BMW 7 Series	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Buick LaCrosse	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Cadillac CT6	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Cadillac CTS	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Cadillac XTS	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Chevrolet Impala	⬆	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—	
Chrysler 300	⬇	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬇	⬆/⬆	⬆/⬆	
Dodge Charger	⬇	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Ford Taurus	⬇	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Genesis G80	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Genesis G90	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—	
Infiniti Q70	⬇	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	⬆/—	⬆/⬆	
Jaguar XF	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Jaguar XJ	⬇	—	—	—	—	—	—	—	—	—	—	—	
Kia Cadenza	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—	
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Lexus GS	⬇	Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—	
Lexus LS	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—	
Lincoln Continental	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—	
Maserati Ghibli	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—	
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	
Mercedes-Benz E-Class	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆	
Mercedes-Benz S-Class	⬆	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	
Nissan Maxima	⬇	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—	
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	
Tesla Model S	⬆	Std.	Std.	—	Accept.	Good	Good	Good	Good	—	—	⬆/⬆	
Toyota Avalon	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—	
Volvo S90	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—	

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD

CARS: SPORTY/CONVERTIBLE

Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Audi TT	👍	—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Cascada	👍	Opt.	—	—	—	—	—	—	—	👍	👍/👍	👍/—
Chevrolet Camaro	👍	—	—	—	Good	Good	Good	Good	Accept.	👍	👍/👍	👍/—
Chevrolet Corvette	👍	—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger	👍	Opt.	—	—	Marg.	Good	Good	Accept.	Accept.	👍	👍/👍	👍/—
Fiat 124 Spider	👍	—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	👍-👍	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang	👍	Opt.	—	—	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/—
Jaguar F-Type	—	—	—	—	—	—	—	—	—	—	—	—
Lexus LC	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata	👍	—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Nissan Z	👍	—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	👍	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 911	👍	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru BRZ	👍	—	—	—	Accept.	Good	Good	Good	Good	—	👍/—	👍/—
Subaru WRX	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86	👍	—	—	—	Accept.	Good	Good	Good	Good	—	👍/—	👍/—
Volkswagen GTI	👍	Opt.	Opt.	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/—

MINIVANS

Chrysler Pacifica	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Ford Transit Connect	👍	—	—	—	—	—	—	—	—	👍	👍/👍	👍/—
Honda Odyssey	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Sedona	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Toyota Sienna	👍	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/👍

SUVs: SMALL

Audi Q3	👍	—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Encore	👍	Opt.	—	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Chevrolet Equinox	👍	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Trax	👍	Opt.	—	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Fiat 500X	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford Escape	👍	Opt.	—	—	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/👍
GMC Terrain	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Honda CR-V	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Honda HR-V	👍	—	—	—	Accept.	Good	Accept.	Good	Good	👍	👍/👍	👍/👍
Hyundai Tucson	👍-👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Infiniti QX30	👍	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Cherokee	👍-👍	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	👍	👍/👍	👍/👍
Jeep Compass	👍	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Jeep Renegade	👍	Opt.	Opt.	—	—	Good	Good	—	Good	👍	👍/👍	👍/👍

Ratings & Reference > Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: SMALL <i>Continued</i>												
Kia Sportage	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Lincoln MKC	⬆	Opt.	—	—	—	Good	Good	—	—	⬆	⬆ / ⬆	⬆ / ⬆
Mazda CX-3	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Mazda CX-5	⬆	Std.	—	Opt.	—	Good	Good	—	—	⬆	⬆ / ⬆	⬆ / ⬆
Mercedes-Benz GLA	⬆	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman	⬆	Opt.	Opt.	—	—	Good	Good	—	—	—	—	—
Mitsubishi Eclipse Cross	—	—	—	—	—	—	—	—	—	—	—	—
Mitsubishi Outlander	⚠	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Mitsubishi Outlander Sport	—	Opt.	Opt.	—	Accept.	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Nissan Juke	—	—	—	—	Poor	Good	Good	Good	Good	—	⚠ / —	⬆ / ⬆
Nissan Rogue	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Nissan Rogue Sport	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Porsche Macan	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Crosstrek	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Forester	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Toyota C-HR	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota RAV4	⚠	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Volkswagen Tiguan	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Volvo XC60	—	Opt.	Std.	Opt.	—	—	—	—	—	—	—	—
SUVs: MIDSIZED/LUXURY												
Acura MDX	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Acura RDX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Alfa Romeo Stelvio	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi Q5	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Audi Q7	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW X3	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
BMW X4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X5	⬆	Opt.	Opt.	Opt.	—	Good	Good	—	—	⬆	⬆ / ⬆	⬆ / ⬆
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Cadillac XT5	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Dodge Durango	⚠	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⚠
Dodge Journey	⚠	—	—	—	Poor	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Ford Edge	⬆	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Ford Explorer	⚠	Opt.	—	—	Marg.	Good	Good	—	Good	⬆	⬆ / ⬆	⬆ / ⬆
Ford Flex	⚠	Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	⬆ / ⬆
GMC Acadia	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Honda Pilot	⚠	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Hyundai Santa Fe	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Infiniti QX50	—	Opt.	Opt.	Opt.	—	Good	Good	Good	—	—	—	⬆ / ⬆
Infiniti QX60	⚠	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Infiniti QX70	⬆	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Jaguar F-Pace	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆ / ⬆	⚠ / ⬆
Jeep Wrangler	⚠	—	—	—	Good	Good	Marg.*	—	—	—	⚠ / —	— / ⚠
Kia Sorento	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Land Rover Discovery	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	⚠	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Braking—City	Automatic Braking—Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY <i>Continued</i>												
Land Rover Range Rover Velar	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus GX	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	ⓘ — Ⓢ	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Lexus RX	ⓘ	Std.	Std.	Std.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Lincoln MKT	—	Opt.	—	—	—	Good	Good	Good	Good	—	—	Ⓢ / Ⓢ
Lincoln MKX	Ⓢ	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	ⓘ	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLC	Ⓢ	Opt.	Std.	Std.	—	Good	Good	—	—	—	—	—
Mercedes-Benz GLE	ⓘ	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	Ⓢ / Ⓢ
Nissan Murano	Ⓢ	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Nissan Pathfinder	ⓘ	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Porsche Cayenne	Ⓢ	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model X	Ⓢ	Std.	Std.	—	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	— / Ⓢ
Toyota 4Runner	ⓘ	—	—	—	Marg.	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Toyota Highlander	ⓘ — Ⓢ	Std.	Std.	Std.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Volkswagen Atlas	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Volvo XC90	Ⓢ	Std.	Std.	Std.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	— / Ⓢ
SUVs: LARGE/LUXURY												
Buick Enclave	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac Escalade	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Chevrolet Suburban	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Chevrolet Tahoe	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Chevrolet Traverse	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Ford Expedition	ⓘ	—	—	—	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / Ⓢ
GMC Yukon	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
GMC Yukon XL	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Infiniti QX80	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	ⓘ	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	Ⓢ	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	ⓘ	—	—	—	—	—	—	—	—	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Mercedes-Benz GLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	ⓘ	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	ⓘ	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	Ⓢ	—	—	—	—	—	—	—	—	—	—	Ⓢ / Ⓢ
PICKUPS: COMPACT												
Chevrolet Colorado	ⓘ	Opt.	—	—	—	Good	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
GMC Canyon	ⓘ	Opt.	—	—	—	Good	—	—	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / ⓘ
Honda Ridgeline	Ⓢ	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Nissan Frontier	—	—	—	—	—	Good	Good	Accept.	—	Ⓢ	Ⓢ / Ⓢ	ⓘ / Ⓢ
Toyota Tacoma	Ⓢ	—	—	—	—	Good	Good	—	—	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	ⓘ	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Ford F-150	ⓘ	Opt.	—	—	Good	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
GMC Sierra 1500	ⓘ	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Nissan Titan	Ⓢ	—	—	—	Marg.	Good	Good	Good	Good	Ⓢ	Ⓢ / Ⓢ	Ⓢ / Ⓢ
Ram 1500	ⓘ	—	—	—	Marg.	Good	Good	Good	Marg.	Ⓢ	Ⓢ / Ⓢ	Ⓢ / ⓘ
Toyota Tundra	Ⓢ	—	—	—	Marg.	Good	Good	Good	Accept.	Ⓢ	Ⓢ / Ⓢ	ⓘ / Ⓢ

Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions & Weight

Length, width, height, and wheelbase data come from the manufacturer. Weight of tested vehicles is measured on our scales.

Cargo

Max. load is the maximum weight of the combination of passengers and cargo that

the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

Towing capacity is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model. NR denotes not recommended for towing.

Interior Dimensions

Front, rear, and third-row shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more. Front leg room is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go. Rear or third-row leg room is measured with the front seat adjusted to provide 40 inches of front leg room.

Head room is the clearance above a 5-foot, 9-inch person. NA means data are not available; we have been unable to measure the vehicle completely. A dash (-) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	196	77	67	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	157	74	47	94	2,465	340	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	-	-	-
Alfa Romeo Stelvio	185	75	65	111	3,650	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	184	73	54	109	3,550	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	184	75	65	111	4,140	1,060	NA	4,400	57.5	NA	NA	56.5	NA	NA	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X3	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	204	79	70	121	4,360	NA	NA	5,000	62.5	NA	NA	61.5	NA	NA	57.5	NA	NA
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Buick Envision	184	72	67	108	4,050	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	-	-	-
Buick Regal	193	73	57	111	3,820	NA	32.0	NR	57.0	NA	NA	55.5	NA	NA	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Bolt	164	70	63	102	3,545	875	17.0	NR	54.0	42.5	5.5	54.0	29.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	1,000	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	-	-	-
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
Chevrolet Sonic	174	68	60	99	2,765	895	15.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	79	71	121	4,360	1,420	NA	5,000	62.0	NA	NA	62.0	NA	NA	57.5	NA	NA
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124 Spider	160	69	49	91	2,450	340	5.0	NR	51.5	40.5	2.0	-	-	-	-	-	-
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	-	-	-
Ford Expedition	221	79	79	131	6,265	1,440	71.0	9,100	63.0	42.0	3.5	63.5	29.0	4.5	52.0	28.0	2.5
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	-	10,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
Ford Fusion	192	73	58	112	3,505	850	16.0	1,000	57.5	42.0	5.0	54.5	29.0	3.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
GMC Terrain	182	72	65	107	3,645	NA	NA	3,500	57.0	NA	NA	55.5	NA	NA	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda CR-V	181	73	67	105	3,450	850	36.0	1,500	59.5	41.5	4.0	54.5	31.0	4.5	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda Clarity	193	74	58	108	4,135	850	13.0	NR	59.5	NA	NA	57.0	NA	NA	-	-	-
Honda Fit	160	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Odyssey	203	79	68	118	4,500	1,340	NA	3,500	63.0	NA	NA	61.5	NA	NA	60.0	NA	NA
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	60.5	26.0	4.5	-	-	-
Hyundai Accent	173	68	57	102	2,570	NA	14.0	NR	53.0	NA	NA	51.0	NA	NA	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	3,070	850	27.0	NR	55.0	42.0	5.0	51.5	27.0	2.5	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	176	73	65	105	3,475	970	29.5	2,000	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,540	880	21.5	NR	54.5	44.0	3.0	52.5	25.5	2.0	-	-	-
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	NA	NA	NA	-	-	-
Jaguar XE	184	77	56	112	3,795	NA	16.0	NR	NA	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	74	65	104	3,525	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	74	58	112	3,725	905	16.0	NR	57.0	42.0	3.0	54.5	31.0	3.0	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	3,155	850	26.0	NR	55.0	42.5	5.0	53.0	28.5	4.5	-	-	-
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	173	68	57	102	2,715	NA	14.0	NR	54.0	NA	NA	53.5	NA	NA	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Land Rover Discovery	196	82	74	115	4,835	1,200	NA	8,200	60.5	NA	NA	59.5	NA	NA	43.0	NA	NA
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	NA	NA	NA
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Land Rover Range Rover Velar	189	80	66	113	4,215	NA	NA	5,500	57.0	NA	NA	55.5	NA	NA	-	-	-
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LC	187	76	53	113	4,280	720	5.0	NR	56.5	NA	NA	49.0	NA	NA	-	-	-
Lexus LS	206	75	57	123	4,300	NA	18.0	NR	57.0	NA	NA	53.5	NA	NA	-	-	-
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	4,540	900	17.0	1,000	58.0	41.5	5.0	55.0	32.5	3.0	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	207	80	78	119	6,140	1,380	61.5	8,700	63.0	42.5	4.5	63.5	29.0	5.0	50.0	30.5	2.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mercedes-Benz B-Class ED	172	71	63	106	3,925	NA	22.0	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	15.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	51	102	3,960	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	170	72	61	105	3,690	925	23.6	NR	55.0	42.5	3.5	53.0	29.0	2.0	-	-	-
Mitsubishi Eclipse Cross	173	71	66	105	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Mitsubishi Lancer	182	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	185	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	NA	NA	NA
Nissan Rogue Sport	172	72	63	104	3,415	900	NA	NA	56.5	NA	NA	55.5	NA	NA	-	-	-
Nissan Sentra	182	69	59	106	2,865	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu. ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Nissan Titan	228	80	77	140	5,770	1,435	-	9,390	63.0	42.0	6.0	63.0	31.0	5.5	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Versa Note	164	67	61	102	2,470	850	23.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 718 Cayman	172	71	50	97	2,945	NA	10.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	76	56	116	4,125	1,375	17.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Smart ForTwo	106	65	61	74	2,140	465	8.0	NR	51.0	41.5	5.0	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	176	71	64	105	3,165	900	NA	1,500	55.0	NA	NA	53.0	NA	NA	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,085	850	12.0	NR	56.0	42.5	5.0	53.5	29.0	2.5	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model 3	185	74	57	113	NA	NA	14.0	NR	NA	NA	NA	NA	NA	NA	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota C-HR	171	71	62	104	3,290	835	NA	NR	49.0	NA	NA	52.5	NA	NA	-	-	-
Toyota Camry	191	72	57	111	3,295	925	15.0	NR	57.5	NA	NA	55.5	NA	NA	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Corolla iM	171	69	58	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	-	-	-
Toyota Highlander	191	76	70	110	4,570	1,340	40.5	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	50	109	4,100	690	13.0	NR	53.5	41.0	4.0	52.0	27.0	2.0	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	159	67	59	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	2.0	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	70.5	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Atlas	198	78	70	117	4,670	1,215	NA	5,000	61.5	NA	NA	61.0	NA	NA	55.0	NA	NA
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	30.5	NR	55.5	44.0	3.0	52.5	28.0	2.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	185	72	66	110	3,775	1,215	NA	1,500	57.0	NA	NA	56.0	NA	NA	48.0	NA	NA
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	-	-	-
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	-	-	-
Volvo XC60	185	79	65	113	3,925	NA	NA	3,500	58.0	NA	NA	56.5	NA	NA	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0



Top Tires

It doesn't pay to skimp when buying replacement treads

SHOPPING FOR NEW TIRES can be a daunting task. You can look at and feel them, but there's no way to tell which provides the best grip, the longest life, or the shortest stopping distance simply by how they look. That's why Consumer Reports tests 50 or more tire models each year, with each going through up to as many as 14 rigorous tests.

Spend More, Get More

We've found you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but will likely be worth it in the long run.

For example, a \$130 tire that will last twice as long as an \$87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car

for long. Many tires have a pro-rated treadwear warranty—but consult our tread life Rating or mileage for a direct comparison on how long a tire will last.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. But the mileage you get with brand-new, low-resistance tires may initially be worse than the old, end-of-life tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling resistance tires.

We recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for models rated highly

in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Every Season: Covered

While regular all-season tires typically come in T-speed ratings (up to 118 mph), many new cars come with performance all-season tires in H- and V-speed ratings (with ceilings of 130 mph and 149 mph, respectively). These deliver better grip, but at the cost of some tread life. Most don't carry a price penalty for performance, and there are some bargains available. A few also offer good snow and ice traction.

How Long Will They Last?

Our latest testing of all-season, performance all-season, and ultra-high performance (UHP) all-season car tires, as well as crossover SUV tires, includes the projected wear-out mileage in place of the five point tread-life Rating scale we used in the past.

To determine longevity, we test tread life at a contract lab in Texas where each tire is driven 16,000 miles or more on public roads. We've been conducting this test for several years.

We found that close to half of the 49 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more, and about a half dozen could top 85,000 miles. A rewarding surprise: Long tread life doesn't necessarily bring much of a price premium, if any.

Our tread life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

Michelin was a standout in our latest tests of all-season and performance all-season tires. The three Michelin models we rated all met or exceeded their mileage warranty, and also did very well overall in our performance tests. But the longest-wearing tire came from Pirelli. We estimate that its P4 Four Seasons Plus could last a

whopping 100,000 miles.

UHP all-season tires deliver high levels of dry and wet grip and handling, but give up some for some light duty winter traction. They are a good choice for sporty sedans and coupes, and can be expected to last an average of 49,000 miles.

In comparison, the all-season tires that we evaluated averaged about 69,000 miles.

What's wrong with warranties. If your new tires wear out prematurely, the manufacturer's pro-rated tire treadwear warranty typically provides only a partial credit, representing the miles you didn't get, good toward the purchase of an identical or comparable tire from the same maker.

The credit is applied to the dealer's retail price, but that price is often fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's

off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

New Tires Just for SUVs

Choosing tires has become more confusing over time for many consumers. Tires traditionally have been distinguished as either for cars or trucks, making it a tough choice for millions of car-based SUV owners.

The introduction of SUV-specific tires promises to help. With SUVs more popular than cars, it seems appropriate for them to have their own tires.

We just completed testing a group of these new tires and added them to our comprehensive ratings.

It's true that all-season car and truck tires often fit crossovers. But these new tires are designed specifically for the performance, weight, light-duty towing, and mild off-roading capability of crossovers.

Here are the top performers from our recent tests:

The Goodyear Assurance CS Fuel Max has well-balanced all-weather performance and impressively low rolling resistance for good fuel efficiency. But projected tread life is just 40,000 miles based our test.

While Kumho's Crugen Premium doesn't excel in any one category, it offers well-rounded performance and long tread life at an economical price.

The Bridgestone Dueler H/L 422 Ecopia has outstanding low-rolling resistance for fuel efficiency without sacrificing all-season performance, plus predicted tread life is 65,000 miles.

Finally, the Sumitomo HTR Enhance C/X is distinguished by strong hydroplaning resistance and solid tread life of 60,000 miles. When you consider its low purchase price, this tire offers impressive value.

For more information on tires, including where to shop, go to [CR.org/tires](https://www.cars.com/tires).

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TIRES

These models deliver the best balance of long tread life and good all-weather performance:



Michelin Defender



Pirelli P4 Four Seasons Plus

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
ALL-SEASON TIRES												
✓	Michelin Defender	70	↑	↑	↑	↑	↑	↓	↓	↑	↑	90,000
	Continental TrueContact	68	↑	↑	↑	↑	↑	↓	↑	↑	↑	60,000
	General Altimax RT43	66	↑	↑	↑	↑	↑	↓	↑	↑	↑	65,000
✓	Pirelli P4 Four Seasons Plus	66	↑	↑	↑	↑	↑	↓	↑	↑	↑	100,000
	Nexen Aria AH7	64	↑	↑	↑	↑	↑	↓	↑	↑	↑	75,000
	Goodyear Assurance TripleTred All-Season	62	↑	↑	↑	↑	↓	↓	↑	↑	↓	80,000
	Kumho Solus TA11	62	↑	↓	↑	↑	↑	↓	↑	↑	↑	55,000
	Cooper CS5 Grand Touring	62	↑	↑	↑	↑	↑	↓	↑	↑	↑	70,000
	Yokohama Avid Ascend	60	↑	↓	↑	↑	↓	↓	↑	↑	↑	90,000
	BFGoodrich Advantage T/A	58	↑	↓	↑	↑	↓	↓	↑	↑	↓	75,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↑	↑	↓	↓	↑	↑	↓	65,000
	Sumitomo HTR Enhance L/X	56	↑	↓	↑	↑	↓	↓	↑	↑	↓	70,000
	Toyo Extensa A/S	54	↑	↓	↑	↑	↓	↓	↑	↑	↓	60,000
	Firestone Precision Touring	54	↑	↑	↑	↑	↓	↓	↑	↑	↑	55,000
	Firestone FR710	52	↑	↑	↑	↑	↓	↓	↑	↑	↑	55,000
	GT Radial Champiro VP1	50	↑	↑	↑	↑	↓	↓	↑	↑	↑	45,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES H-RATED

Both of these tires are recommended because they balance long tread life with good all-weather grip:



Pirelli Cinturato P7 All Season Plus



Michelin Premier A/S

	Brand & Model	Overall Score	Three Season Driving				Winter Driving		Comfort		Other	
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL-SEASON, H-SPEED RATED											
	Continental PureContact	70	⬆️	⬆️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	55,000
✓	Pirelli Cinturato P7 All Season Plus	70	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	70,000
✓	Michelin Premier A/S	70	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	85,000
	Goodyear Assurance Fuel Max	68	⬆️	⬆️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	60,000
	General Altimax RT43	68	⬆️	⬇️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	65,000
	Nokian Entyre 2.0	68	⬆️	⬆️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	35,000
	Nexen N5000 Plus	66	⬆️	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	75,000
	Cooper CS5 Ultra Touring	64	⬆️	⬇️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	60,000
	Dunlop SP Sport 7000 A/S	64	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	65,000
	Kumho Solus TA31	64	⬆️	⬇️	⬆️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	55,000
	Toyo Versado Noir	60	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	65,000
	Uniroyal Tiger Paw Touring	60	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	60,000
	BFGoodrich Advantage T/A	58	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	65,000
	Sumitomo HTR Enhance L/X	58	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	55,000
	Falken Ziex ZE950 A/S	56	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	55,000
	GT Radial Champiro VP1	52	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬆️	50,000

PERFORMANCE ALL-SEASON TIRES V-RATED

These performance-oriented tires deliver mostly good all-weather performance along with long tread life:



Michelin Premier A/S



Pirelli Cinturato P7 All Season Plus

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL-SEASON, V-SPEED RATED											
	Continental PureContact	70	⬆️	⬆️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	55,000
✓	Michelin Premier A/S	70	⬆️	⬆️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	80,000
✓	Pirelli Cinturato P7 All Season Plus	70	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	65,000
	General Altimax RT43	68	⬆️	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	55,000
	Goodyear Eagle Sport All-Season	64	⬆️	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	70,000
	Goodyear Assurance ComforTred Touring	62	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	75,000
	Yokohama Avid Ascend	62	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	85,000
	Cooper CS5 Ultra Touring	60	⬆️	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	50,000
	Kumho Solus TA71	60	⬆️	⬇️	⬆️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	40,000
	Bridgestone DriveGuard	60	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	50,000
	Bridgestone Turanza Serenity Plus	60	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	60,000
	Goodyear Assurance TripleTred All-Season	58	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	85,000
	BFGoodrich Advantage T/A	56	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	60,000
	Falken Ziex ZE950 A/S	56	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬇️	55,000
	Uniroyal Tiger Paw Touring	56	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	⬆️	⬆️	⬆️	60,000
	Sumitomo HTR Enhance L/X	52	⬆️	⬇️	⬇️	⬆️	⬇️	⬇️	⬆️	⬆️	⬇️	55,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP ALL-SEASON TIRES

Best for most weather conditions:

Michelin Pilot Sport A/S 3+

Pirelli P Zero All Season Plus

Continental ExtremeContact DWS06

BFGoodrich g-Force COMP-2 A/S



Michelin Pilot Sport A/S 3+



Pirelli P Zero All Season Plus

GUIDE TO THE RATINGS Overall score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, (dry) handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. Where noted, wet handling includes wet cornering grip and handling on our wet circuit. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively, on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential from our 16,000- or 20,000-mile mixed vehicle driving test.

	Brand & Model	Overall Score	Three Season Driving					Winter Driving		Comfort		Other		
Rec.			Dry Braking	Dry Handling	Wet Braking	Wet Handling	Hydroplaning	Snow	Ice	Ride	Noise	Rolling Resistance	Tread Life	
	UHP ALL-SEASON													
✓	Michelin Pilot Sport A/S 3+	78	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	55,000	
✓	Pirelli P Zero All Season Plus	76	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000	
✓	Continental Extreme-Contact DWS06	76	↑	↑	↑	↑		↓	↓	↓	↑	↓	45,000	
✓	BFGoodrich g-Force COMP-2 A/S	74	↑	↑	↑	↑	↑	↑	↑	↓	↓	↓	60,000	
	Goodyear Eagle Sport All-Season	72	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	70,000	
	Yokohama ADVAN Sport A/S	72	↑	↑		↑	↑	↓	↓	↓	↑	↓	60,000	
	Goodyear Eagle F1 Asymmetric All-Season	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	50,000	
	Hankook Ventus S1 noble 2	72	↑	↑	↓	↑	↑	↓	↓	↓	↑	↑	45,000	
	Dunlop Signature HP	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000	
	General G-Max AS-03	70	↑	↑	↓	↑	↑	↓	↓	↓	↓	↓	50,000	
	Falken Azenis FK450 A/S	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	40,000	
	Kumho ECSTA 4X II	68	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000	
	Cooper Zeon RS-3G1	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	35,000	
	Bridgestone Potenza RE970 AS Pole Position	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	45,000	
	Laufenn S Fit AS	68	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	60,000	
	Nitto Motivo	66	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000	
	Fuzion UHP Sport A/S	64	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000	
	Toyo Proxes 4 Plus	62	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000	
	Sumitomo HTR A/S PO2	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	30,000	
	Sumitomo HTR Enhance L/X	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000	
	GT Radial Champiro UHP AS	58	↑	↓	↓	↓	↑	↓	↓	↓	↓	↓	40,000	

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
CROSSOVER TIRES												
✓	Goodyear Assurance CS Fuel Max	70	↑	↑	↑	↑	↑	↑	↑	↑	↑	40,000
✓	Kumho Crugen Premium	68	↑	↑	↑	↑	↑	↑	↑	↑	↑	60,000
✓	Bridgestone Dueler H/L 422 Ecopia	68	↑	↑	↑	↑	↑	↑	↑	↑	↑	65,000
✓	Sumitomo HTR Enhance C/X	68	↑	↑	↑	↑	↑	↓	↑	↑	↑	60,000
	Hankook Dynapro HP2	66	↑	↓	↑	↑	↑	↓	↑	↑	↑	75,000
	Nitto NT 421Q	66	↑	↑	↑	↑	↑	↑	↑	↑	↓	65,000
	Toyo Open Country Q/T	66	↑	↓	↑	↑	↑	↑	↑	↑	↑	65,000
	Yokohama Geolandar G055	64	↑	↓	↑	↑	↑	↓	↑	↑	↑	75,000
	Toyo Celsius CUV	64	↑	↓	↑	↑	↑	↑	↑	↓	↑	75,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

WINTER TIRES

For balanced handling and optimum grip for braking in wintry conditions:

Michelin X-Ice XI3
Nokian Hakkapeliitta R2
Bridgestone Blizzak WS80
Continental WinterContact SI
Nokia WR G3
Toyo Celsius



Michelin X-Ice XI3



Nokian Hakkapeliitta R2

WINTER PERFORMANCE TIRES

Best balance of long tread life and mostly good all-weather performance:



Yokohama W.drive

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance
WINTER TIRES											
✓	Michelin X-Ice XI3	70	✓	✗	✓	✓	✓	✓	✓	✓	✓
✓	Nokian Hakkapeliitta R2	70	✓	✗	✓	✓	✓	✓	✓	✓	✓
✓	Bridgestone Blizzak WS80	66	✓	✗	✓	✓	✓	✓	✓	✓	⚡
	Cooper Weather-Master WSC	64	✓	✓	✓	✓	✓	✓	✓	✓	⚡
	Toyo Observe G3-ICE	64	✓	✗	✓	⚡	✓	✓	✓	✓	⚡
✓	Continental WinterContact SI	64	✓	✗	✗	✓	✓	✓	✓	✓	⚡
	General Altimax Arctic	64	✓	✓	✓	⚡	✓	✓	✓	✓	⚡
	Dunlop Winter Maxx	64	✓	✗	✓	✓	✓	✓	✓	⚡	⚡
✓	Nokian WR G3	64	⚡	⚡	⚡	✓	✓	⚡	✓	✓	⚡
✓	Toyo Celsius	64	⚡	✓	⚡	✓	✓	⚡	✓	✓	⚡
	Vredestein WinTrac Xtreme S	62	⚡	⚡	✓	✓	✓	⚡	✓	✓	✓
	Hankook Winter i*Pike RS	62	✓	✗	✓	⚡	✓	✓	✓	✓	✓
	Falken HS449 Eurowinter	62	⚡	⚡	⚡	✓	✓	✓	✓	✓	⚡
	Nexen WinGuard Winspike	62	✓	✗	✓	✓	✓	✓	✓	✓	⚡
	Pirelli Winter Carving Edge	60	✓	✗	✓	✓	✓	✓	✓	✓	✓
	Uniroyal Tiger Paw Ice & Snow II	60	⚡	✓	⚡	✓	✓	✓	✓	✗	✓
	Yokohama ice Guard iG52c	60	✓	✗	✓	⚡	✓	✓	✓	✓	✓
	Cooper WM-SA2	58	⚡	⚡	⚡	✓	✓	⚡	✓	✓	⚡
	GT Radial Champiro Ice Pro	58	⚡	✓	✓	✓	✓	⚡	✓	✗	✓
	BFGoodrich Winter Slalom KSI	56	✓	✗	✓	⚡	✓	⚡	✓	✓	✓
	Toyo Observe Gsi-5	54	✗	✗	✗	⚡	✓	✓	✓	✗	✓
	Firestone WinterForce	50	✓	✗	✓	✓	✓	✓	✓	✗	✓

	Brand & Model	Overall Score	Three-Season Driving					Winter Driving	Comfort		Other	
Rec.			Dry Braking	Wet Braking	Dry Handling	Wet Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance
WINTER PERFORMANCE TIRES												
✓	Yokohama W.drive V905	70	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬇	⬆
✓	Michelin Pilot Alpin PA4	66	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬇
	Bridgestone Blizzak LM-32	62	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬇	⬇
	Hankook Winter i*cept evo2	62	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆
	Falken Espia EZP II	50	⬇	⬇	⬆	⬇	⬆	⬆	⬆	⬇	⬇	⬇

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